

The Hongkong Telegraph.

WEATHER FOR
SHOWER

(ESTABLISHED 1881.)
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June 11th, 1912, Temperature a.m. 78, p.m. 81; Humidity... 84, 86.

June 11th, 1911, Temperature a.m. 86, p.m. 85; Humidity... 71, 74.

No. 8310

庚七廿月四年子壬

WEDNESDAY, JUNE 12, 1912.

三拜禮 號二十月六年英港香

886 PER ANNUM
SINGLES COPY 10 CENTS.

TELEGRAMS.

THE HOME STRIKE.

THE WORKERS' FORCES.

Reuter's
[Service to the "Telegraph."]

London, June 11.
Received, 5.35 p.m.

The unions affiliated to the Transporters' Federation claim a membership of 314,000, but it is probable that large numbers will not respond to the summons to strike. The men's leaders state that the full effect of the strike will not be experienced till tomorrow. In many places the notices will only reach the men to-day.

NO UNITY.

The Barry dockers have unanimously declined to strike. Cardiff and other South Wales ports are also expected to hold aloof. The Sailors' and Firemen's Executive has issued a manifesto warning its members to ignore the summons to strike, but on the other hand in Bristol and elsewhere the strike is acclaimed with enthusiasm.

JUSTIFICATION.

The transport workers, the employers and the Port of London authority have all issued manifestos justifying their positions. The transporters appeal for money with which to feed 300,000 children and 100,000 women.

THE VOTE OF CENSURE.

The motion of the vote of censure to be moved by Mr. Austen Chamberlain in the House of Commons on Wednesday declares it is the duty of the Government to protect men desiring work or lawful occupation and that Mr. McKenna's claim to differentiate between cases wherein he will afford protection and others wherein he will afford it but only after a breach of the peace has been committed, is unconstitutional and illegal.

The Labourites have given notice of motion to move an adjournment to-day in order to draw attention to the situation.

STARTLING DEVELOPMENT.

Mr. Ben Tillett, in a speech at Tower Hill, after referring to the civilian force as an unofficial organisation formed after the railway strike in order to protect food supplies and the public services in times of disorder, announced that they had notified the Government of their intention to form their own police to protect their own interests. They were to be armed with the biggest cudgels obtainable, and thousands of men had volunteered.

NO CHANGE.

London, June 11, 5 p.m.
Received 12, 5.40 a.m.

The situation at the London docks is unchanged; 95 vessels are unloading.

The attempt to prevent men working has proved fruitless.

CABINET MEETS.

Mr. Asquith presided at a meeting of the Cabinet held to consider the situation.

ABORTIVE EFFORTS.

London, June 11, 6.30 p.m.
Received, 12, 8.50 a.m.

In the House of Commons, Mr. Asquith announced that the efforts of the Government to settle the strike had so far proved abortive, but they were still willing to offer their services.

TELEGRAMS.

THE HOME STRIKE.

APATHY AND HOSTILITY.

Reuter's
[Service to the "Telegraph."]

London, June 11.
Received, 12, 11.30 a.m.

So far, only the Bristol dockers have stopped work, though Plymouth and Southampton each have 2,000 idle.

But elsewhere apathy, if not hostility, is displayed towards the strikers. A number of the large ports have refused to participate, while the Executive of the Dockers' Union, embracing Hull and the Scottish and Irish ports, have rejected the strike as they were not consulted on the matter, and they also refuse to commit a breach of agreement.

LOAN TO CHINA.

ANOTHER ADVANCE.

(Independent News Agency).

Tokyo, June 12.

The Peking Government has decided to receive from the Four Powers syndicate a further three million taels in advance.

CZAR IN MOSCOW.

AFTER NINE YEARS.

Reuter's
[Service to the "Telegraph."]

London, June 11, 5 p.m.
Received, 12, 5.40 a.m.

Reuter's Moscow correspondent wires that for the first time for nine years the Czar and family have visited Moscow. They were given a hearty reception, the city being lavishly decorated and bells being rung in honour of the occasion.

3,000 ARRESTS.

There was a monster police raid in anticipation of the visit, 3,000 people being arrested. The majority of these were immigrants seeking employment during the building season.

HOME RULE.

THE COMMITTEE STAGE.

London, June 11, 7.55 p.m.
Received, 12, 8.45 a.m.

The House of Commons to-day began on the Committee stage of the Home Rule Bill.

There was a large attendance of members.

THE CUBAN REVOLT.

MORE BATTLESHIPS.

London, June 11.
Received, 4.45 p.m.

A message from Keywest states that two more battleships have been ordered to proceed to Cuba.

U.S. MARINES ATTACKED.
At Santiago de Cuba the insurgents attacked the American marines who were guarding the El Morro mine. The marines suffered no casualties, but the insurgents' losses are unknown.

TELEGRAMS.

THE TEST MATCH.

ENGLAND SCORE 337.

Reuter's
[Service to the "Telegraph."]

London, June 11.
Received, 12, 11.30 a.m.

The Test Match between England and South Africa was resumed to-day.

England took their over-night score of 122 for one wicket, to 337.

Spooner contributed 119 and Woolley knocked up 73. Pegler, the South African bowler, captured seven wickets for 65 runs.

With arrears totalling 279, South Africa went to the wickets for a second time, and at the close of play were 114 up for the loss of four wickets, Llewellyn being 60 not out.

THE DUCHESS OF CONNAUGHT.

London, June 11th.
Received, 5.35 p.m.

The Duchess of Connaught is out of danger and is progressing toward recovery.

THE NEW BYE-LAWS.

Sanitary Authorities Powers Extended.

The two new bye-laws that have been passed by the Sanitary Board are designed to give the officers of the board greater powers in dealing with plague-infected houses and districts, and are most certainly to be welcomed.

At present, it has been found that the limitations of the old bye-laws did not allow the officers of the board to deal with plague-infected houses as they would like. Their powers at the time seemed wide enough, when it was considered that, when a case of plague occurred in the top floor of a house, they were empowered to strip all the ceilings and remove anything in which it was possible for rats to effect hiding. The result of this was that the rat was effectively driven from the house dealt with, only, in some cases, to go next door. This matter has given cause for complaint more than once, and, as the law stood, it was impossible to hunt the rats out of their new lodgment until a case of plague broke out in the house.

Under the bye-law passed yesterday, if it is sanctioned by the Legislative Council, the board will be able, if it considers it to be necessary, to declare a whole district plague-infected, and may proceed at once to take steps for its disinfection. That would mean, if a case of plague broke out in one house, the Sanitary Authorities would have power to strip the ceilings and wainscoting from all the walls in the block and to take such steps as are necessary for cleansing and disinfection.

Talking to a sanitary officer yesterday a "Telegraph" representative learnt that the idea was welcomed by those who had to deal with plague-infected houses, though he admitted that it would cost the government more in the way of compensation.

"But what does that matter," he said, "I am always putting in for compensation, and the work will be done more satisfactorily under the new regulations."

TELEGRAMS.

IMPERIAL COMMERCE.

CONGRESS IN LONDON.

Reuter's
[Service to the "Telegraph."]

London, June 11, 2.50 p.m.
Received 12, 2.10 a.m.

The eighth Congress of Chambers of Commerce of the Empire met at the Guildhall to-day. There were 300 delegates present, and the Lord Mayor presided. Mr. Asquith cordially welcomed the delegates.

PREMIER'S SPEECH.

In the course of a speech, Mr. Asquith said he would not make a formal address, but he might be allowed to say on behalf of the Government—and, he thought, on behalf of the whole business community of the United Kingdom—that they recognised in such a gathering, coming from all parts of the Empire, of representatives and accredited delegates of commerce and industry, one of the most striking proofs and surest safeguards for our Imperial loyalty, unity and strength—(Cheers).

COMMON OBJECTS.

Their objects, whatever differences of opinion there might be, were common objects—the furtherance of material interests and the drawing closer of the bonds of sympathy which united the various communities that were subject to the King. For several years past nearly one-quarter of the imports of the United Kingdom had been received from the Overseas Dominions and possessions, and over one-third of the United Kingdom's exports had been sent to them. This total import and export trade for 1911 represented 400 millions sterling, and to this, of course, must be added, when one was trying to estimate the magnitude of the interests represented in that assembly, the very large trade which passed between the Dominions themselves, amounting to at least 70 millions more.

STUPENDOUS FIGURES.

These were stupendous figures, and the inference was plain that the deliberations which they were about to enter upon, and the conclusions whereto they would arrive, must have the greatest weight with those who were called upon to guide the various parts of the Empire. It was in the belief that these deliberations would be undertaken with a full sense, not only of the vast interests they represented, but of the enormous responsibilities which the proper management of those interests involved, that he ventured, on behalf of the Government and the community of the country, to bid them a hearty welcome and wish them all prosperity and success in the great work upon which they had embarked—(Loud Applause).

THE PRIME NEED.

Lord Desborough, in the course of his Presidential address, emphasised that it was becoming more apparent that if the Empire was to live it must be consolidated in commerce as well as in defence. It was impossible, to deny that the enormous progress of other countries threatened the supremacy which Britain once held. He concluded by dwelling on the importance of such a body as the British Imperial Council of Commerce in assisting statesmen in regard to the business requirements of the Empire as a whole.

LOYALTY.

The Congress subsequently telegraphed a message of devotion and loyalty to H.M. the King.

TELEGRAMS.

HYTHE BYE-ELECTION.

UNIONISTS RETAIN SEAT.

Reuter's
[Service to the "Telegraph."]

London, June 11.
Received 12, 11.30 a.m.

At the bye-election at Hythe, caused by the death of Sir E. Sassoon, the Unionist's son, Sir Philip Sassoon, was successful. The polling was:—
Sir P. Sassoon (U.) 3,708
Mr. Moorhouse (L.) 2,004

Unionist maj. 1,704

[At the last General Election Sir E. Sassoon was returned unopposed, while at the previous election the figures were:—
Sassoon 3,746; W. O. Hall 1,054.]

REPUBLICAN CHINA.

PRESIDENT'S EXAMPLE.

(From Chinese Sources.)

Peking, June 11.

President Yuan has waived the allowances granted to him as President and devoted the same to "patriotic contributions."

THE RESIGNATION HABIT.

President Yuan has directed the Cabinet Ministers that, unless on important affairs, they should on no account send in their resignations.—[Shat Po.]

FOREIGNERS SUSPENDED.

Shanghai, June 11.

President Yuan has ordered the suspension of the foreigners engaged by the old Government as advisors to the Ministry of Foreign Affairs.

THE PRESS LAWS.

Many of the Cabinet Ministers are in favour of the revision of the Press laws.—[Shat Po.]

NOTE OF DIFFICULTY.

Shanghai, June 11.

The Shanghai Chamber of Commerce has telegraphed to the Central Government regarding the difficulties in pushing forward the issue of unredemable notes.

MUSIC v. CLASSICS.

The Ministry of Education intends to cancel the rule making the Classics part of the curriculum of the elementary schools, and to replace same with the teaching of music.—[Sai Kai Kung Yek Po.]

MINISTER ILL.

Peking, June 11.

Si Siu-ki Minister of Communications, is seriously ill and his post will be taken up by Chu Ku-ling.

LOYAL TROOPS.

The 4th division of the troops stationed in Tientsin discarded their queues quite recently, and have subscribed Tls. 30,000 towards "the patriotic contributions."

FINANCIAL PROPOSAL.

The State Council has asked the Government to submit on the 15th of every month an estimate of the expenditure and income to the State Council for consideration; otherwise they will not recognise the raising of foreign loans.—[Sai Kai Kung Yek Po.]

TELEGRAMS.

THE CABINET CHANGES.

COL. SEELY'S SUCCESSOR.

Reuter's
[Service to the "Telegraph."]

London, June 11th.
Received, 5.35 p.m.

Though it is understood that the appointment of Colonel Seely is settled, it has not yet been announced. It is stated that Lord Ashby, St. Ledgers, formerly the Hon. Ivor Guest, will replace Colonel Seely as Under Secretary for War.

PRESS EULOGIES.

Papers of all shades publish hearty eulogies of the past services of Lord Loreburn and Lord Haldane.

TRIBUTES TO LORD LOREBURN.

London, June 11, 7.55 p.m.
Received, 12, 8.45 a.m.

Lord Haldane took his seat on the Woolsack to-day. Lord Crews and the Marquis of Lansdowne both paid cordial tributes to Lord Loreburn. Lord Crews added that Lord Loreburn wished it to be known that he had resigned on grounds of health alone.

Lord Haldane, the new Lord High Chancellor, in responding, said he was filled with a sense of difficulty in adequately following in Lord Loreburn's footsteps.

SIR RUFUS ISAACS.

Later.

Sir Rufus Isaacs, the Attorney General, has been appointed a member of the Cabinet.

CANTON NEWS.

Sun Yat-sen Returns.

(The "Telegraph" Correspondent.)

Canton, June 8.

Dr. Sun Yat-sen has returned to Canton and as there are many matters calling for his attention he has decided to meet the members of the Canton Council and the representatives of the Press to-morrow, and to consult with the committee of the Nine Charitable Institutions and of the Seventy-two Merchants Guild on Monday.

Preventing Trouble.

There was considerable commotion in Corner Street on the afternoon of the 6th inst. owing to a body of soldiers surrounding a house from which they seized a large quantity of firearms and bombs and considerable seditious literature. Several suspected persons were also arrested. At night great precautions were taken in the city, as it was rumoured that the ruffians had decided to precipitate trouble.

A Disapproved Scheme.
Yeung Hsi has applied to the Governor-General for permission to establish a bureau for the protection of travellers, trading vessels, etc., the applicant stating that if his scheme be approved he will train a number of guards for this purpose. The Governor-General, however, has refused the application. He asserts that the formation of the bureau is merely to serve the applicant's own ends and that as the authorities are at present directing a campaign against pirates and undesirable both ashore and afloat, there is no necessity for such a bureau.

In a short space of time, says the Governor, the land will be free from robbers and the waterways clear of pirates; then the people can live in peace.

NEWS FOR BUSY MEN.

Telegrams.

Addressing the Congress of Chambers of Commerce of the Empire at the Guildhall, Mr. Asquith said they recognised in such a gathering one of the most striking proofs and one of the surest safeguards of our Imperial loyalty, unity and strength.

In the House of Lords, the Earl of Crews said Lord Loreburn wished it to be known that he had resigned from the Lord Chancellorship on grounds of health alone.

Lord Haldane has taken his seat on the Woolsack as Lord High Chancellor.

It is stated that Lord Ashby St. Ledgers will succeed Col. Seely as Under Secretary for War.

The House of Commons has commenced the committee stage of the Home Rule Bill.

For the first time for nine years the Czar has visited Moscow. In preparation for his visit a monster police raid was carried out and over 3,000 people, mostly emigrants, arrested.

Mr. Asquith has announced that the Government's efforts to settle the London strike have proved abortive, but they are still willing to offer their services.

Mr. Ben Tillett has declared that the Trade Unionists have notified the Government that they have formed their own police, armed with the biggest cudgels, to protect their own interests.

The Cuban insurgents have attacked the American marines guarding the mines at El Cuero. Two more U. S. battleships have been ordered to the island.

The Duchess of Connaught is now out of danger.

The summons of the National Executive of the Transport Workers' Federation is being variously received in different parts of the country. The transport workers appeal for money with which to feed 300,000 children and 100,000 women.

At the Hythe bye-election, Sir Philip Sassoon (son of the late Sir E. Sassoon, the former member) has been returned by a majority of 1,704.

England made 337 in their first innings against South Africa, whose second venture has produced 114 for 4 wickets.

LOCAL.

Two new bye-laws have been passed by the Sanitary Board which are designed to give the officers of the board greater powers in dealing with plague-infected houses and districts.

The Hon. Mr. Murray Stewart has given notice to ask the following question at to-morrow's meeting of the Legislative Council:—Will the Government reconsider the recently issued Regulation closing the Jubilee Road to motor traffic, and modify it to the extent of permitting such traffic, in one direction only, during certain hours of the day?

His Lordship, the Bishop of Canton, who has not been in the best of health of late, is now taking a rest at the clergy-house of the Roman Catholic Cathedral of Hongkong.

For assaulting a Chinese with a hatchet in a match in Pokfulam, on the 26th ult., another Chinese was sentenced to fourteen days, at the Police Court this morning. The assault was described as a very serious one.

The sixth day of hearing in the insurance case began this morning, when the case for the defence was opened.

A European was charged at the Police Court to-day with assaulting a railway inspector and was fined \$10 and ordered to pay \$10 compensation.

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SIBERIA	18,000	"	"	July	2	"
MANCHURIA	27,000	"	"	July	16	"
MONGOLIA	27,000	"	"	Aug.	6	"

INTERMEDIATE.-

CHINA	10,200	"	"	July	9	"
NILE	11,000	"	"	July	30	"
PERSIA	9,000	"	"	Aug.	27	"

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The S.S. "ITINDA" 5,251 tons, Capt. J. Kennedy, will be despatched for YOKOHAMA and KOBE on the 20th June, at daylight, to be followed on the 5th July by S.S. "FULTALA" 4,154 tons, Captain H. Chidley, taking Cargo and Passengers at current rates.

WESTWARD.

The S.S. "ITOLA" will leave Hongkong for SINGAPORE PORT SWETTENHAM, PENANG and RANGOON on the 15th June, at Noon, followed by the S.S. "MUTTRA" taking cargo and passengers at current rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

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Hongkong, 11th June, 1912

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[29]

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THE TAIKOO DOCKYARD & ENGINEERING CO., OF HONGKONG, LTD.

Agents,
BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911.

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Renewing of corroded plates by addition of metal.
Welding of broken pieces of any kind of metal.
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S.S. "MIDDLEHAM" on or about 18th July.

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Agents.
Hongkong, 22nd May, 1912.

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Hongkong, 10th June, 1912.

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THE Steamship

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Captain A. Ahlborn, will leave on

THURSDAY, the 18th inst., at 9 A.M.

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Hongkong, 10th June, 1912.

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TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. Every 15 min.	
8.00 a.m. to 10.00 a.m. " 10 min.	
10.00 a.m. to 11.00 a.m. " 15 min.	
11.00 a.m. to 12.45 p.m. " 15 min.	
12.45 p.m. to 1.15 p.m. " 10 min.	
1.15 p.m. to 1.45 p.m. " 15 min.	
1.45 p.m. to 2.15 p.m. " 10 min.	
2.15 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 8.10 p.m. " 10 min.	

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.20 p.m. every 15 minutes.	
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SUNDAYS.

WEEK DAYS.	
7.30 a.m. to 8.00 a.m. every 15 min.	
8.00 a.m. to 10.00 a.m. " 10 min.	
10.00 a.m. to 11.00 a.m. " 15 min.	
11.00 a.m. to 12.00 noon " 10 min.	
12.00 noon to 1.00 p.m. " 15 min.	
1.00 p.m. to 2.00 p.m. " 10 min.	
2.00 p.m. to 3.00 p.m. " 15 min.	
3.00 p.m. to 4.00 p.m. " 10 min.	
4.00 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 6.00 p.m. " 10 min.	
6.00 p.m. to 7.00 p.m. " 15 min.	
7.00 p.m. to 8.10 p.m. " 10 min.	

SATURDAYS.

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Hongkong, 10th June, 1912.

[7 Hongkong, 10th June, 1912.]

[234 Hongkong, 8th June, 1912.]

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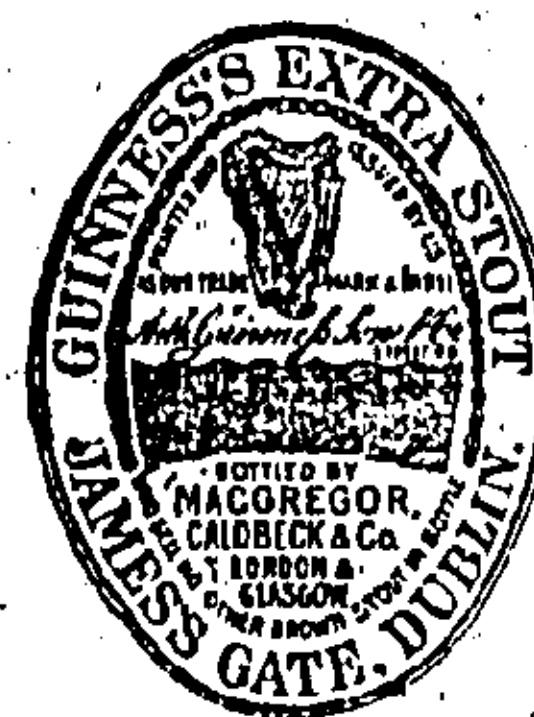
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BEG to inform all Ladies and Gentlemen that they are holding a great Clearance Sale of all kinds of Indian, Chinese and Japanese Silk Goods, &c., for one month only, commencing from 1st to 30th June, 1912, which they are disposing of at exceptionally reduced prices in order to make room for fresh goods and would like to draw your kind attention to the fact.

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[400]

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Hongkong, 25th January, 1912

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12, DES VOEUX ROAD
(CENTRAL.)**

(Opposite their old premises)

**William Powell,
Limited.**

Hongkong, 8th June, 1912.

[45 Hongkong, 27th April, 1912.]

**OUR
CONTEMPORARIES.**

China Mail.

The British National Reserve.

Our Navy is magnificent and

equal for any likely emergency,

but even with that in mind, a

moment's reflection on the vast-

ness of our Empire, must show

us that in certain circumstances

the defence of our Homeland

might probably be left almost

entirely in the hands of our Home

defence force, which, as a rule,

is not so satisfactory as the im-

portance of the case would war-

rant. Our Citizen Army have

justified the great efforts that

have been made to make it

what it is, and it is much greater

than is generally supposed

both in quality and in numbers.

Nevertheless, with the addi-

tion of a well-equipped National

Reserve, such as now appears to

be well-established, we have a

fighting force at Home upon

which we can thoroughly rely no

matter what emergency we are

called upon to face. We do not

agree with Lord Haldane that

"we should strive to be the

greatest military nation the

World has ever seen," as well as

the greatest naval power, for in

such an aim the jealousy and

envy of others are aroused; but

we are of opinion that we should

endeavour to utilise to its fullest

extent the valuable material at

Home. The British Empire,

powerful at sea, can certainly

also be powerful as she requires

to be to guard her great posses-

sions.

Daily Press.

The Situation in China.

The article contributed to the

"Pall Mall Gazette" by Mr.

Loat Fraser on the subject of the

huge loan to China (reproduced

in our yesterday's issue) makes

sensational reading, but we do

not consider that his case against

the loan will stand analysis. In

the first place, the "little picture"

of the present state of China which

he has drawn of "set purpose"

appeals to us as a panorama of

gross exaggerations. Is it true to

say that Peking has lost its hold

on the provinces, and that the

writ of those who sit at its coun-

cils does not run beyond the city's

battlements? A sufficient com-

SINKING OF THE
BRUTUS.

Fuller Account of the Wreck.

Half an hour after the coastwise steamship Brutus struck the reef about six miles southwest of Kaladlad on June 2, the ill-fated steamship plunged back into the sea with great velocity, carrying a full cargo valued at P120,000 and all her mail to the bottom. All efforts so far to locate the wreck have failed.

It is now a certainty that the chief officer, Manuel Ayala, was killed but no clear account as to how he met his death has been received. One second class Filipino passenger for Parang named Paulino is also supposed to have been killed although a later wire reports all passengers saved. Mate Sngabarria had his leg slightly injured and an internal revenue employee named Brozo was injured. Both the injured men are being cared for at the hospital at Zamboanga.

Three white passengers, Messrs. Lyons, Findlay and Stewart left the scene of the wreck on the morning of the 3rd, in an open boat with nine Filipinos without water or food supposedly to bring help. A telegram received late on June 4 reports the safe arrival of this party at Zamboanga.

The first clear account of the disaster was received by the insular collector of customs from James J. Rafferty, collector of customs at Zamboanga, who was with the party on the steamship Borneo which went to the rescue of the passengers and crew of the stricken vessel. The Borneo arrived in Zamboanga on the night of the 3rd with the 113 survivors of the Brutus.

Struck a Reef.

Mr. Rafferty reports that the vessel struck a reef six miles southwest of Kaladlad Island at 7.30 p.m. on the evening of June 2. The sea was calm and the weather perfect and the accident is credited to the strong and treacherous currents which sweep around the Ibanon point. Both the passengers and ship's officers consider the accident unavoidable.

One half hour after the vessel struck, unexpectedly and with great velocity, she plunged off the reef and it is the general belief that the chief officer and the Filipino passengers were on board at the time.

Ship's Company and Cargo.

The Brutus carried a crew of 64 and had 76 passengers aboard when she struck the reef. She has a full cargo including lumber, hemp, copra and cattle valued at P120,000. The amount of the insurance on the cargo is not known.

Collector Rafferty took the statement of the officers and passengers and no complaints were made against any of the ship's officers. They all behaved with commendable coolness and courage. Captain Juan Urgarte showed excellent judgment in caring for the passengers. He specially mentions Antonio Eiguon as deserving commendation for his services. All the survivors are being cared for by the ship's agents.

Messrs. Fernandez Hermanos, local agents for the Brutus, have received a wire from Captain Urgarte giving practically the same information as sent by Mr. Rafferty. He reports that the wreck occurred approximately at 6 degrees, 45 minutes latitude north, 121 degrees, 50 minutes longitude east and 74 degrees southwest of Kaladlad Island. After the passengers and crew were landed at Zamboanga, Captain Urgarte made another trip to the scene of the disaster on the steamship Borneo and Messrs. Fernandez state that the telegram received from him was dispatched after his return. They are of the opinion that he located the wreck.

Mr. Fernandez has stated to a "Cable News-American" reporter that they would arrange to have the passengers and crew of the Brutus brought to Cebu on the steamship Borneo where they can connect with the company's steamship Remulus for Manila. Until further arrangements are made, the steamship Fernandez Hermanos, which is owned by Messrs. Fernandez Hermanos, who are also agents for the Compania Maritima, will take the run of the Brutus.

THE NEW RIFLE.

A Return to the Long Barrel.

As our readers are already aware, the British troops are to be armed with a new rifle.

Ever since its introduction in 1903 the Lee-Enfield rifle, with which the British forces are now armed, has been the subject of fierce controversy. The shortening of the barrel was the point chiefly criticised, and as the rifle has not been able to hold its own against the longer weapon with which the territorial forces have been equipped, the controversy has never died down.

The idea underlying the adoption of the short rifle was to have a weapon which would be easily handled by both mounted and dismounted troops. To suit the cavalry, five inches was taken off the rifle and the reach of the infantry soldier with the bayonet was thus shortened. Attempts have been made to restore this lost advantage by the issue of a longer bayonet, but the developments of the modern high power cartridge have intensified the defects of the short barrel as regards fire efficiency. A longer barrel is necessary for accuracy and ease.

Change in Calibre.

The barrel of the new rifle will not have the full five inches restored, but about one-half of that. A change of considerable importance will be made in the calibre which, in the new rifle, will be .276 in. instead of .303.

An advantage in velocity is expected from this change, as the bullet will be lighter. The chamber of the new rifle being larger and the breech mechanism stronger, the explosive to be used will possess very high power; and it is not improbable that the velocity will be 3,000 feet a second, as against 2,150 of the rifle and ammunition now in use. This would give Britain an advantage of 100 feet a second over the nearest rival, and with the alterations the bullet should never travel higher than the height of a man.

The principle of the aperture sight which makes aiming partially automatic, has been accepted, and loading also will be much quickened by the new methods of feed-cartridges into the chamber.

KNIFING IN SHANGHAI.

Exciting scenes were witnessed in the neighbourhood of Louza in the early hours of the morning of June 5, when a native, after stabbing three men, was only secured after a desperate struggle. It appears that Chinese constable No. 623 had his suspicions aroused by the conduct of a man in Hupeh Road. He kept the man under observation for a considerable time, and at a favourable opportunity seized him. On searching his clothes, which were bulging, the officer found a long sharp-pointed knife. This the policeman held in his hand while he continued the search, but suddenly the suspect snatched the knife back and, before the officer could defend himself, it was plunged into his body just below the heart. The officer pluckily held on to his captive but becoming weak from loss of blood he released his hold and the captive made off at full speed. The sounds of the policeman's whistle attracted the attention of two other Chinese who were on their way home and they hastened to the scene. They were just in time to see the officer fall and the culprit dashing towards them. They endeavoured to stop him but he raised the knife and stabbed at both of them with such violence that they were both severely wounded. The neighbourhood by this time was aroused and two other native officers arriving on the scene, they took up the chase and after a stiff sprint for 200 yards the assailant was caught; but it was on only with the utmost difficulty that he was prevented from adding to his victims. On being taken to the station the prisoner was recognised as an old and dangerous offender and a man for whom the police had long been searching.

The injured policeman and the other two natives were conveyed to Shantung Road Hospital. The former's wounds says the "N. O. Daily News" were so serious as to necessitate detention, but the others were permitted to go home after receiving attention.

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CHINESE PATRIOTISM.

"Please Use National Goods."

A Chinese report says that recently when the National Salvation Society opened its formation meeting in Hankow, Cheng Pei-yu spoke and asked the audience if they were not every day venting their patriotism and why it was that from head to feet there was not a thing which they wore that was not foreign. After saying so he took out a knife and cut off a finger and with the stump wrote the words: "Please use National goods." A lad of fifteen or sixteen years of age also cut his finger and wrote, "To use foreign goods and not use national goods is to be a slave of a lost state."

Commenting on the incident the "Sin Wan Pao" says: Alas! these two were genuinely patriotic and their action may shame to death the pseudo republicans and true foreign slaves. It would be a national benefit to change from absolutism to republicanism, but to change to foreign costume and wear everything foreign from head to foot, so that commercial enterprises are greatly affected cannot make for the people's blessing.

"The more strange it is when those who have no political knowledge, belong not to the higher society and whose actions resemble those of vagabonds and loafers, also don strange looking foreign costumes, and indulge in their defrauding behaviours. Such persons are to be found in every province but specially abound in Shanghai. You may call them foreign slaves or slaves of a lost country. If any one wishes to avoid the being spat upon and reviled as foreign slaves or slaves of a lost country let him remember the words "Please Use National Goods."

FAMINE RELIEF.

Shanghai's Creditable Share.

The proceeds from the last two days of the Famine Fete at Chang Sa Ho's Garden, Shanghai, amounted to something over \$5,000, making the total receipts for five days of the carnival about \$36,000. It will probably be some time before all the accounts have been made up, so that the actual net gain to the famine fund can be ascertained. It is estimated, however, that fully \$25,000 will be realized.

The Central China Famine Relief Committee expects to conclude its labours this month, says the "China Press," and efforts are now being made to interest the Chinese government in the conservancy problem so that the committee may retire from the field of relief work. Mr. C. D. Jameson, American Red Cross Engineer to the Chinese government, is now making an overland tour of examination from the Hung-tse Lake, which has not sufficient outlet to carry off the floods which come down from the north during the spring thaws, to the Yangtze River for the purpose of making plans and estimates for the opening of a waterway from Hung-tse Lake which will remove the cause of the annual floods. Until he has made his report to the Peking authorities no particulars of the proposed project can be ascertained.

Meanwhile the Central China Famine Relief Committee is using every influence to induce the Chinese government to appoint a conservancy board to carry on the project that will effectually stop all famines in the region of north Kiangsu and Anhui.

Secretary Lobenstein of the Central China Famine Relief Committee said that as an investment all the money expended on the proposed drainage system would yield large returns within a very short time. "It pays the farmer, in one section," he explained, "to cultivate their land every year even though their crops are destroyed by floods three years out of every four and if the floods could be prevented the entire region now desolate would be a tremendously productive area and the people would be rich."

GENERAL NEWS.

Dead Manila Chinese Identified.

The Chinese who was killed by a street car on Bagumbayan Manila, on June 4, was later found to be H. E. Woo, a member of the contracting firm of S. C. Choy and company. He was killed as already reported in the "Telegraph" while riding a bicycle, and in some way fell in front of the car, while it was going at a fair speed.

Saigon Pork for Singapore.
The importation of pigs from Saigon for the Singapore market is on a large scale. Apart from those brought by cargo steamers the M. M. steamer Bourbon brings a full cargo every fortnight. Last Saturday she imported no less than five hundred.

Personal.
A Calcutta paper says that Lieutenant H. A. Thewles, of the Buffs, has gone to India from the Straits Settlements for a course of musketry.

Still Fighting Philippine Rinderpest.

Director F. W. Taylor, of the Philippine Bureau of Agriculture, has received a cablegram announcing the arrival in Manila of the three companies of Major Ely's battalion of Scouts for rinderpest quarantine duty. The three companies have been assigned to stations and districts. The cablegram also announced the arrival in Manila of Dr. Wood, of the Bureau of Agriculture, who will take charge of the campaign against the epidemic.

Dr. Wood is at present engaged in studying the rinderpest situation and will make a report which will be sent to Director Taylor as soon as completed. This report will contain, as nearly as can be ascertained at this time, the total number of cases of rinderpest in the province, where situated, what towns have become infected and what steps, if any, have been taken to quell the epidemic up to the time of the arrival of Dr. Wood on the scene of action.

Projected Roosevelt Procession in Manila.

At a meeting on June 6, at Manila, of the Roosevelt club committee on arrangements for a celebration on the night of June 22, definite plans were made for the purchase of torches for the torchlight procession which will be part of the program, a score or so of Rough Riders in regular roughrider garb to head the procession, the selection of music to be played by the band, etc.

LATE TELEGRAMS.

(From Manila Papers.)

Battleships for Cuba.

Washington, June 6.—Only four of the battleships of the fourth division of the Atlantic battleship fleet have left Key West for Cuba, under orders of the Navy department. Guantanamo is their destination and they will be held there for any emergency that may arise.

Each of the battleships carries an additional complement of marines and the latter will hold themselves in readiness for immediate service.

The government continues in its original position that it will not intervene in Cuba unless conditions make intervention unavoidable.

Alleged Illegal Combination.
New York, June 6.—The federal government has filed a civil action against the steamship lines operating in the trade between the United States and Brazil in which it alleges that they have formed an illegal combination. The defendant companies named in the government's complaint are the Prince, Lamport and Holt, Hamburg American and Hamburg South American lines and it is alleged that they have formed themselves into a trust, that they are improperly monopolizing the trade and that their operations are in restraint of trade.

The government asks that the combination be dissolved and that the defendant companies be fined.

Germany and Mexico.
Berlin, June 6.—The report is circulated here that the United States plans an early intervention in Mexico, being convinced that the Mexican government cannot suppress the revolution.

Hotels.

HONGKONG HOTEL

A LA CARTE GRILL ROOM.

Now Open.

Hongkong, 20th April, 1911.

J. H. JAGGART, Manager. [35]

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MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT

[62]

F. REICHMANN, Proprietor.

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BELLE VIEW HOTEL

Shaokwan Road.

Telephone No. 907.

By kind permission of Captain Nelson the Band of S.S. "Korea" will play at the above Hotel on Friday night, the 14th inst., commencing at 9.30 p.m., sharp. W. GALLAGHER, Manager. [26]

KING EDWARD HOTEL.

Under Entirely New

Management.

Thoroughly Renovated.

Excellent Cuisine.

H. HAYNES,

Manager.

Hongkong, 16th Jan. 1912. [55]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP.

The Peak,

near the Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER. [27]

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TAIPEH, FORMOSA.

Under the Direct Management of the Taiwan Railway Dept.

EXCELLENT CUISINE AND GOOD SERVICE. RATES 6 YEN AND UP.

Uniformed hotel porter meets all trains and steamers. Luggage arranged for without any trouble to guests. Hongkong, 1st Feb. 1912. [183]

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MERCHANTS.

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GRAVING DOCK 787 ft. by 88 ft. by 24 ft. 6 in. Caisson empty Dock 10 P. 8-4 hours.
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE on Quay—ELECTRIC OVERHEAD CRANES Transvaal Tram Supply Ranges up to 100 Tons.
Estimates given for Docking, Repairs to Hull and Machinery, constructional work.
MANILA AND AGENTS: BUTTERFIELD & SWIRE, HONGKONG, CHINA.

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SCOTCH WHISKY.

A BLEND OF THE FINEST PURE
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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is \$1.00 per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).
(Payable in Advance.)
By Order,
"HONGKONG TELEGRAPH."

BIRTH.

BAILEY.—On June 3, at Moravia, Tanglin, Singapore, to Mr. and Mrs. Arnold Savage Bailey, a daughter.

MARRIAGE.

D'ALMEIDA—JOHANNES.—At the English Presbyterian Mission Church, Singapore, by the Revd. W. Murray, on June 4, C. d'Almeida, son of F. d'Almeida, Merchant, of Manila, to Ripsey, daughter of Mr. and Mrs. Johannes, Singapore.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, JUNE 12, 1912.

NEGLECTED POSSIBILITIES.

Heartburning has been caused in some quarters by the decision of the British Colonial Office that the recommendations of the Royal Commission on trade relations between Canada and the West Indies, with regard to improved telegraphic and steam communications between the Dominion and the islands, cannot be acted upon. This decision is based on the ground that the trade possibilities do not warrant the expenditure of the very considerable sums, which would be involved. The Royal Commission recommended the acquisition, by the State, of several cables owned by the Cable Co., at present working in the West Indies; the duplication of certain cables; and the provision of wireless stations to supplement the cable system in certain cases. This refusal on the part of the Colonial Office, suggests that the British Government is about the only Government, holding interests in the West Indies, which has not realised the immense possibilities of these islands, in trade and commerce, as also in political importance, consequent upon the opening of the Panama Canal. Why appoint men of ripe experience and wide knowledge to deliberate on a matter of vital imperial importance, only to have the result of their labours voted by the Colonial Office?

This attitude of the Colonial Office, is in striking contrast to that of the Danish Government with regard to their possessions in the Atlantic. Recent advice inform us that the Danish government contemplates extensive enlargements of the harbour at St. Thomas in order to cope with the increased volume of trade and shipping that must accrue to it from the opening of the Canal. It is calculated that the outlay will exceed twenty-million kroner. Already a Bill has been put before the Danish Rigsdag to grant to a syndicate a concession in the island for carrying out the work of creating a free harbour and port. The Concession is to be for a period of 99 years, and is to include the sole right of constructing docks, godowns, etc. of latest design, with the object of making St. Thomas Island a well equipped entrepot in the Atlantic. The Minister of Finance in introducing the Bill urged the Government to recognize the unique position in which the island was placed from its direct position in the route between Panama and the European ports. Following the opening of the Canal much shipping, bound for the Far East, will be diverted from its present route and, as a result, St. Thomas Island should become a large trans-shipment centre in the Atlantic.

Recently an American Syndicate intimated to the Jamaica Government its readiness to construct a large dock, and to effect other improvements in Kingston Harbour, in view of the prospective opening of the Canal, on condition that the Jamaica Government should make Kingston a free port and abolish the present harbour dues. The Government's reply is not yet known, but, having regard to the opposition on the part of the Colonial Office to any outlay or to any enterprising policy in connection with the West Indies, it is hardly to be expected that this offer will meet with any greater measure of success than did the well-deliberated recommendations of the Royal Commission already referred to. The future possibilities of these islands are immense, alike from their natural resources and from their situation, which eminently fits them as halfway houses; and it is to be hoped that the Colonial Office will wake up before the increased prosperity has passed largely into the hands of other Powers holding interests in the West Indies.

DAY BY DAY.

The surest sign of wisdom is charity; and the best charity is that which never ostensibly parades itself as a charity.

Opium.

At the Police Court, to-day, a man was fined \$2 for being in unlawful possession of a small quantity of opium.

Unlawful Possession.

At the Police Court, this morning, a man was sentenced to fourteen days for being in unlawful possession of a steel plate.

Gambling on a Roof.

Twelve men appeared at the Police Court, to-day charged with gambling on a roof in Lower Macao. Eleven were fined \$2; one being discharged.

An Accident.

A Chinese has been sent to the hospital suffering from injuries received by a fall in one of Butterfield and Swire's lighters, at Blackheads Point.

Bishop of Canton's Health.

His Lordship the Bishop of Canton who has not been enjoying good health of late is now taking a rest at the Roman Catholic Cathedral of Hongkong.

Belle View Hotel.

By permission of Captain Nelson, the band of the s.s. Korea will play at the above hotel on Friday, commencing at 9.30 p.m.

Kowloon's New Pier.

Preparations are being made for the erection of the new railway pier at Kowloon, gangs of coolies being engaged in removing the coal stacks from the land just acquired by the Government.

Sold Water for Oil.

A Chinese was sentenced to three months at the Police Court to-day for obtaining \$7 under false pretences. He sold three cans of water purporting to be oil to a house keeper in Lyndhurst Terrace.

Mails Arrived.

The following mails arrived to-day:—P. E. Friedrich, from Europe and Singapore; Machon, from Saigon; Haitan, from Coast ports; Helene, from Haiphong and Hoihow; Andalusia, from Shanghai.

Alleged Gambling in Market.

Six men appeared before Mr. Melbourne at the Police Court, to-day, charged with gambling in Hung Hom market. One man was charged with using a stall for that purpose.

Arrivals.

The following details arrived from Canton per s.s. Shoo Shang on 8th instant:—Royal Engineers, 3 Rank and File. 126th Baluchistan Infantry, Major R. S. Paul, Captain F. L. D. Jarrad, Lieut. G. F. H. Faithfull, 3 Indian Officers, 171 Rank and File, 1 Subadar Assistant Surgeon and 14 Followers.

Window-dressing Contest.

In a window-dressing contest, recently held by a London boot and shoe trade journal, in which over 700 window dressers in the British Empire competed, the third prize was won by Mr. L. C. Esser, manager of the footwear department of Whiteaway, Laidlaw and Co. The window was on the Nanking Road side of the store, Shanghai, a few weeks ago and attracted a great deal of attention. An interesting fact in connection with the competition is that the first three prizes were awarded for displays of Regal Shoes.

A SAVAGE ASSAULT.

At the Police Court, this morning, a Chinese was charged with assaulting another Chinese with a hatchet on the 28th ult. in a match in Pokfulam.

Inspector Dymond said it was a very serious case of assault since at one time it was thought that lockjaw would set in and prove fatal. Then there was the probability that defendant might have landed the blow in a more dangerous place. As it happened, the hatchet caught complainant's hand and nearly severed it in two. At the hospital he was detained, as all the leaders had been cut. He was not out of danger yet and the wardmaster had asked the police to send him back to the hospital after the case had been heard. It appeared the men slept together and during the night one kicked the other, and a scuffle ensued which led to the assault complained of.

Mr. Melbourne found him guilty and sentenced him to fourteen days.

SANITARY BOARD.

Amending the Bye-Laws.

A special meeting of the Sanitary Board was held yesterday afternoon for the purpose of considering the amendments suggested in the Legislative Council on Thursday, to the bye-laws passed by the Sanitary Board, amending the bye-laws made under the Public Health and Buildings Ordinance, dealing with the disinfection of plague infected premises.

There were present, Mr. E. D. C. Wolfe, head of the Sanitary Department, Col. Irwin, Dr. W. F. Clark, Mr. W. J. Carter, Chan Kai-ming and the secretary, Mr. W. Bowen-Rowlands.

The Chairman said that the business before the meeting was to consider amendments to the bye-laws. A letter was received from the Colonial Secretary dated June 5 enclosing copies of the bye-laws with the suggested amendments. He proposed that they should go into committee.

Mr. Carter seconded, and the motion was carried.

On resumption, the president proposed the report of the proposed bye-laws dealing with the disinfection of infected premises. Chan Kai-ming seconded and the motion was carried.

The president then moved the repeal of the existing bye-law, which motion, being seconded by Mr. Carter, was carried.

After the amended bye-law had been read by the secretary, the Chairman moved its adoption, and the motion was carried.

The same procedure was adopted in the case of the bye-law dealing with the mitigation of epidemic, endemic and contagious diseases.

MARINE COURT.

No Permit.

This morning, at the Marine Court before Commander C. W. Beckwith, the master of the Yan Wo a steam launch, was charged with leaving Shaui-kiwan for Canton at 8.45 p.m. on Saturday last without having a special permit or clearance from the Harbour Master.

Defendant pleaded guilty and was fined \$25 or in default two months' hard labour.

The "Dowsed Glim"

Ho Kam-Fai master of a licensed cargo boat was charged with failing to exhibit a light on board his boat this morning at 2 o'clock.

Defendant, who pleaded not guilty, deposed that at midnight the lamp was burning. He was dismissed with a caution.

A Common Offence.

Chan Pui, a boatwoman, was charged with mooring her boat within 100 yards of low water mark in a prohibited place and during prohibited hours on the 11th inst. On pleading guilty defendant was fined \$5 or in default, a fortnight's hard labour.

The Harbour Pests.

P. C. J. Perkins, No. 60, proceeded against two masters of passenger boats, for making fast to the s.s. Machew, while under weigh in the Harbour at 7 a.m. to-day.

Defendants pleaded not guilty. P. C. Perkins gave evidence to the effect that he saw the defendants' boats rush along side the Machew and make fast. They pushed off directly they saw him coming but he was able to catch them.

They were fined \$15 each, or one month's hard labour.

THE MOTOR REGULATIONS.

Questions at the Legislative Council.

The Hon. Mr. M. Stewart has given notice of his intention to ask the following questions at tomorrow's meeting of the Legislative Council:—

1.—Will the Government reconsider the recently issued Regulation closing the Jubilee Road to motor traffic, and modify it to the extent of permitting such traffic, in one direction only, during certain hours of the day?

2.—Will the Government take steps to expedite the work which has now, for several months past, rendered the Craigmin Road impassable for chair traffic and dangerous to pedestrians?

COMPANY REPORT.

THE CHINA AND MANILA STEAMSHIP CO., LTD.

The following is the report for presentation to the shareholders at the twenty-ninth ordinary annual meeting to be held at the office of the general managers on Saturday, 22nd June, 1912 at 12 o'clock noon.

The annual statement of accounts for the year ending Dec. 31, 1911, is herewith submitted.

The adjustments alluded to in the report last year were duly carried out and there remained a balance at debit of Profit and Loss account of \$47,841.13 as declared at that time. It is thought that the more correct and convenient way will be to deal with all items of account through the books of the Philippines Steamship Company, and so no new entries will appear in this Company's accounts, and this balance at debit of Profit and Loss will continue to be carried forward until such time as a dividend may be received from the Philippines Steamship Company, and it will be through this agency only that it can be wiped out.

The result of the year's working of the steamers Rubi and Zafiro is fully set forth in the attached report of the Philippines Steamship Company.

Shewan Tomes & Co., General Managers
Hongkong, May 15, 1912.

Profit and Loss Account.

Balance brought forward from 1910 Account ... \$47,841.13

Balance carried forward to 1912 Account ... \$47,841.13

Balance Sheet.

Authorized Capital—30,000 shares at 25 each ... \$750,000.00

Issued and fully paid 26,000 shares at 25 each ... \$650,000.00

Calls on shares forfeited now belonging to the Company ... 169.00

Philippines Steamship Company ... 142,681.13

Investment in Philippines Steamship Co., 30,000 shares at P25 each ... \$750,000.00

fully paid up, equal to P750,000.00 valued at ... \$750,000.00

Balance of Profit and Loss Account ... 47,841.13

\$792,841.13

We report that we have audited the above balance sheet with the books of the Company and that in our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at the December 31, 1911, according to the best of our information, and the explanations given us, and as shown by the books of the Company. We have obtained all the information and explanations we have required.

H. P. White, Consulting
D. W. Craddock, Committee.
W. Hutcheon Potts, Auditors.
A. O. D. Gourdin,
Hongkong, May 15, 1912.

THE PHILIPPINES STEAMSHIP CO.

Report and accounts passed at the second ordinary general meeting held in Manila on June 3rd, 1912.

The first complete yearly statement of accounts is herewith submitted and the result shows an increase in the debit balance of Profit and Loss from last year's P2,744.15 and the remainder is made up of interest and the fixed charges. All items in any way connected with the running of the boats including all interest and the fees of the consulting committee in Hongkong have been disbursed by this Company and the balance of the old account due by the China and Manila Company to this Company has been allowed to stand as before.

The debt of the China and Manila Steamship Company (\$142,681.13) to the Company is represented roughly by the unissued portion of the former's capital \$100,000, plus the same Company's debit Profit and Loss balance.

The steamers ran continuously and without accident during the whole year and lost no time except the equivalent of one voyage each devoted to the Annual overhaul.

The boats are in good order but

their increasing age causes almost constant increase in cost of repairs and renewals.

The two currencies the Company has to deal in having so nearly approximated it is thought more convenient to take them at par and let any differences be absorbed by Exchange account.

The working for the first half of the year was unfavourable but in the second half business improved and this has continued, and it is hoped better prospects are ahead.

Shewan Tomes & Co., General Managers.
Hongkong, 15th May, 1912.

Profit and Loss Account.

For convenience the Rate of Exchange between Hongkong Dollars and Pesos has been taken at par.

Philippine Currency.

Balance brought forward from last year ... 17,200.26

Remuneration of Directors, Secretary and Treasurer ... 790.00

Hongkong Consulting Committee's fees ... 1,500.00

Counsel's Retainer ... 130.00

Auditors' fees ... 400.00

Charges ... 953.00

Interest ... 14,266.16

Exchange ... 1,008.46

Balance of Working Account of Steamers ... 2,744.15

P 30,072.58

Philippine Currency.

Balance ... 30,072.58

P 30,072.58

Balance Sheet.

Philippine Currency.

Capital 30,000 Shares at Pesos 25 each ... P750,000.00

Insurance Account ... 8,129.32

Sundry Creditors ... 327,419.89

P1,085,549.21

Value of Steamers Rubi and Zafiro ... 750,000.00

Value of Hongkong Buoy and Moorings ... 1,800.00

Value of Manila Buoy and Moorings ... 5,800.00

Value of Amoy Buoy and Moorings ... 2,000.00

Value of Stores on hand ... 6,577.53

Value of Coal on hand ... 1,450.00

Proportion of Prem. on unexpired policies ... 27,971.58

Sundry Debtors (C. & M. S. S. Co., Ltd., \$142,681.13) ... 164,939.17

Outstanding Freight ... 84,882.74

Cash in hand ... 149.61

Balance of Profit and Loss Account ... 39,072.58

\$1,085,549.21

We report that we have audited the above balance sheet with the books and vouchers of the Company as well as with the returns from the Philippines and that in our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at the 31st December 1911, according to the best of our information and the explanations given us, and as shown by the books of the Company. We have obtained all the information and explanations we have required.

W. Hatton Potts, A. O. D. Gourdin, Auditors.
Hongkong, 15th May, 1912.

LANDLORDS TO BLAME.

The Letting of Doorways.

Three men were charged at the Police Court, this morning, with causing an obstruction in the street.

A Sanitary inspector pointed out that this class of obstruction was becoming a nuisance. Landlords let doorways to people such as the defendants who converted them into small stalls. The consequence was that the goods they had for sale were often laid on the footpath and an obstruction caused. In this case fruit was exposed for sale and the stalls, being in close proximity to the market, caused an injustice to the tenants in the market, and they grumbled.

They were each found guilty and fined \$5 or in default seven days, and cautioned.

NOTES AND COMMENTS.

The Servant Question.

Another correspondent lets himself go on the servant question. He says:—"Yesterday you published a lengthy letter in which one of your readers discussed the local servant problem. Unfortunately the instances which your correspondent quotes are by no means isolated or rare, and it is certainly high time that the Law should intervene to protect the interests of Europeans, especially in cases where those Europeans are women. There is no one more abject than the Chinese of the coolie class so long as he is kept in his place; and similarly there is none more ready to take advantage of such circumstances or accidents as will allow of his being insolent with impunity.

European and Native.

"To do the average healthy Britisher justice, he does not want abjectness on the part of his servant; but that is no reason why he should tamely endure such an attitude on the part of the native (save only the English) would expect him to sit down under. The Englishman, as a whole, is not a good judge of character, and in his loving sympathy with the poor down-trodden native, he is apt to remain blind to the fact that the uncivilised or half-civilised man is a child, with all a child's readiness to seize the least opportunity for stepping over the border. Give him a finger, and he'll want the whole hand. Speaking for myself I have no desire to see the coolie subjected to what—for want of a better term—one might style "rubber-estate law," but equally I object very strongly to having the administration of the Law in the Colony influenced or affected by what the mealy-mouthed Mrs. Grundys and Keir Hardies and Lloyd Georges at Home might think. Let those dear people be dependent for a few months on the tender mercies of the Asiatic or African servant and they will change their note." But is the law of this Colony influenced in any degree by what the Keir Hardies and Lloyd Georges may say? We do not believe it for a moment.

H2 O1.

"We learn that Dr. — is fasting for one week, taking in nothing but aqua naturalis which is composed, we are told by chemical authorities, of one part of oxygen and two parts of hydrogen with minute quantities of organic and inorganic substances." We call the above from a northern contemporary. Aqua naturalis must be a fattening diet; but what's the difference between it and common or garden water, anyhow? We only (like Miss Rosa Bartle) ask for information.

Lord Loreburn's Retirement.

The resignation of Lord Loreburn from the office of Lord High Chancellor removes an interesting personality from the councils of the Cabinet. Better known as Sir Robert Reid, he had a long Parliamentary experience, having sat as M. P. for Dumfries from 1886, until his elevation to the Woolsack seven years ago; while before that period—in 1880—he represented Hereford. He had a distinguished University career at Balliol and was called to the Bar when only 25 years of age. Later he became Solicitor General and then Attorney-General for Oxford. He was one of the British counsel before the Venezuelan Boundary Arbitration Commission and was decorated for his services in connection therewith. During the seven years of his Lord Chancellorship he has had none too easy a time of it; the more ardent Liberals frequently complaining that in making appointments to the Magisterial benches he gave more consideration to Conservatives than to Liberals. He is to be praised, however, for his impartiality in nominations and for refusing to base a man's fitness as J. P. on his political leanings. In his day Lord Loreburn was a keen sportsman, having played for the Oxford University cricket XI and represented his University in football. He retired at the age of 69 years.

THE FIRE INSURANCE CLAIM.

The Defence Opens.

This morning, the sixth day of hearing of the fire insurance case, saw the opening of the case for the defendants, the Prussian National Insurance Co. of Stettin, by the Hon. Mr. H. E. Pollock K.C., who, with the Attorney General, the Hon. Mr. C. G. Aulbaster, instructed by Mr. W. L. Shenton, of Messrs. Deacon, Looker, and Deacon, appears for the defence.

Mr. Eldon Potter, instructed by Mr. Davidson of Messrs. Hastings and Hastings, appeared for the plaintiff the Wa Lung Cheung Koo Lee firm.

A Chinese witness was recalled just after the Court sat, and he informed His Lordship that he applied to the defendants for the insurance money, but he was told he would receive the money after the police had enquired into the matter.

Mr. Pollock:—Do you suggest that Mr. Foster told you that, whatever evidence came out at the enquiry, he would pay you after the enquiry?

He told me he had asked the police to make enquiries and, if everything was satisfactory, they would pay me.

Mr. Potter:—That is my case.

The Defence.

The Hon. Mr. Pollock K.C., dealing with the defence alleging that the plaintiffs had been guilty of fraud, said that the jury would have to be satisfied that the items in claim by the plaintiff, were correct. The plaintiffs could not come into court and ask the jury to assume that there was so much stock on the premises on the night of the fire. If the jury were satisfied with their account, regarding the old stock of the Wa Cheung firm, for \$7,750, then the defendants were entitled to the verdict, as, if one part of the claim were not sound, it rendered the whole claim unsound. If the jury found that the plaintiffs had been guilty of mis-statement with regard to any part of their claim, then the defendants would be entitled to their verdict, and they would not have to bother themselves with questions as to what was, in fact, on the premises, and what was the value of the goods. If the claim was a false statement then the defendants were entitled to succeed.

The onus of proof, he claimed, had been, all through, with the plaintiffs to prove their allegations, to prove that what they took over from the Wa Cheung firm was correctly stated at \$7,750. If the jury took the view that the amount of goods taken over from the Wa Cheung did not exceed the \$5,000 for which a fire insurance policy was out, the defendants would be entitled to the verdict.

"Worse than Useless."

Dealing with the evidence adduced by the plaintiffs as to the purchases of stock, counsel contended that it was worse than useless. Witnesses from the King Loong and Po Hing firms were called. The former produced no cash book but only a ledger account book, while the latter had produced no books at all.

He would ask the jury to look at that ledger account and he thought they would come to the conclusion that it looked as if the account was written with a flowing pen all at one time.

Mr. Potter:—My friend did not put this to the witness.

Mr. Pollock:—No, because he told us he was not the man who wrote the books.

Mr. Potter:—But he did tell us that he received one payment, of cash and that it was entered in the ledger.

Mr. Pollock:—No cash book has been produced from the King Loong.

Mr. Potter pointed out that the suggestion had not been put to the witness in the box and he had had no opportunity of bringing as witness the man who kept the books to answer the allegations. His friend was giving him no opportunity to meet the charges of fraud.

Later, when Mr. Pollock was still dealing with a witness's evidence, Mr. Potter again pointed out that his friend had not cross-

examined him on the question of fraud.

"I should like to point out," he said "that it was the duty of counsel, when he had a man in the box to cross-examine him, on the point."

His Lordship:—I should have put it to the witness myself.

Mr. Potter:—Your lordship invariably does.

Mr. L. Lammert was the first witness called for the defence and, in answer to Mr. C. G. Aulbaster, said he had inspected the premises after the fire; there were show cases at the sides of the shop and one in front.

Dealing more particularly with the front case, witness gave it as his opinion that it was in good order and not burned out.

Mr. Aulbaster:—If it contained \$10,000 worth of goods, would it have been possible for it to have been burned out without leaving any traces at all?—No.

Continuing, witness said that the boxes produced in court were actually found in the cases. In the side cases witness found blankets, cotton goods, silk pieces, goods and Chinese medicines.

What would be the value of the goods in the side cases?—Between two and three thousand dollars.

Had those cases been fully stocked what would have been the value?—With what class of goods?

The same as you saw.—About five or six thousand dollars.

In other words it was only about half stocked?—That is my impression.

Having regard to the condition of the rooms at the time, would it have been possible for eight cases of silk rolls to be burned completely out?—No.

Did you find anything at all that was completely burned out?—I would not be able to find anything then.

In answer to the cross-examination of Mr. Potter, witness said he could not describe the fire as a small one.

Why? Because of the damage you found done?—Because of the damage done to the first floor.

From what you saw, what was your opinion of the fire?—It was not a clear fire. There appeared to be structural defects, because some of the timbers seemed to have broken down by weight.

Witness' attention was called to a drawer in the court, which came from one of the cases.

Mr. Potter:—What is in the box?—Rattan shavings.

You see some burnt wood at the bottom of the box?—Yes.

Can you explain why there should be burnt wood at the bottom of the box and the rattan shavings on the top should not be burnt?—I cannot.

So somebody must have put in the burnt wood or the rattan shavings, whichever you like?—It may be.

Witness, in reply to further questions, said some of the drawers did in fact contain shavings when he examined them.

(Proceeding.)

ST. ANDREWS CHURCH, KOWLOON.

The New Chaplain.

We understand that the Rev. Norman Christopher Pope, M.A., of Liverpool, has been appointed to succeed the Rev. H. O. Spink as Chaplain to St. Andrew's Church, Kowloon. The reverend gentleman has had large experience of parochial work in England, and is personally known to the present Chaplain of St. Andrew's. He leaves England for his new post, together with Mrs. Pope, about the middle of August.

The Rev. H. O. Spink is to leave here on the 18th inst., so that Sunday next will be his last time on which he will occupy the pulpit of St. Andrew's. There is, we understand, to be a presentation to the departing Chaplain on Saturday next, subscribed for by parishioners.

As the Rev. N. C. Pope will not arrive here until September, it has been arranged that Mr. Spink's work shall be temporarily carried on by means of help by laymen and others, while the Rev. Mr. Blanchett, of Canton, will render considerable assistance.

WHO WAS THE DEFENDANT?

A Doubtful Case.

This morning, in the Summary Court, before Mr. Justice Gompertz, Jagat Singh, sued Miss A. Allen of 38 Queen's Road East, claiming \$40.50, being principal and interest, money lent on a promissory note.

Mr. F. X. D'Almada e Castro appeared for the plaintiff, and Mr. Leo D'Almada e Castro for the person on whom the writ was served.

Mr. F. X. D'Almada:—I appear for the plaintiff and my learned brother for the defendant.

Mr. Leo D'Almada:—Not for the defendant, but for the person served with the writ.

Plaintiff's solicitor said that the action was for money lent on a promissory note which was attached to the writ. Plaintiff had a witness as to the promissory note being signed by the defendant. The defendant's case was that she never borrowed the money and that she knew nothing about it.

Mr. Leo D'Almada:—She knows something about it; she had a boarder named Mrs. Allen. This morning I got my client to sign her name as A. Allen and as A. Almeida and I am going to produce that to your Lordship.

His Lordship:—Then she had better write it in court.

Plaintiff's Statement.

Jagat Singh, the plaintiff said he had known the defendant for about two years.

Mr. F. X. D'Almada:—Have you been living on the ground-floor of her premises?—Yes at 115 Queen's Road East.

Did she borrow any money from you?—Yes.

When?—January 4 last year.

Plaintiff said she gave him a promissory note and he lent her \$30 agreeing that interest should be paid.

Have you received any money towards interest?—Yes; for four months at the rate of \$1.50 per month.

Mr. Leo D'Almada:—This is the first acknowledgment I have heard from a money-lender of the receipt of interest.

His Lordship:—Oh! they do that very often.

Mr. Leo D'Almada cross-examined.

For how long have you stayed on the ground floor of the defendant's premises at No. 115?—About six or seven months.

And you stayed there rent free?—Yes, I lived there rent free, but I acted as a sort of watchman.

She promised to pay me something for being a watchman but up to now, I have not received anything.

Other Ladies on the Premises.

During the six or seven months that you stayed on the ground-floor of the defendant's premises did you see other ladies on the same premises, on the first floor?—Yes.

In fact the these other ladies were staying with the defendant?—No; the defendant was living along with a European.

You cannot say whether she kept a boarding house or not?—No.

Did one of the ladies staying in the house ask you to lend her money?—No.

Never at any time?—No.

And you say she wrote the body of the note too?—Yes.

You are quite certain you did not lend the money to an American lady?—Yes.

Why did you wait so long before suing?—She kept on making promises to pay.

Is it not a fact that you are suing because the other lady has gone away?—I don't know the other lady.

Hanani Singh, another watchman, gave corroborative evidence.

Kept A Mess.

The defendant, who gave her name as Anna D'Almada, said she kept a mess.

Mr. Leo D'Almada:—Some time in January last year did you have a lady staying with you by the name of Mrs. Allen?—Yes.

Do you know whether she borrowed money from this man?—Yes.

Did you see the money pass to her?—Yes.

And did she then give him a document?—Yes.

You have never borrowed money from the plaintiff?—Never.

In answer to Mr. F. X. D'Almada defendant said that

Mrs. Allen was a mestizo and wrote English well.

His Lordship:—I am inclined to think the plaintiff has not made out his case.

Mr. F. X. D'Almada:—I submit the plaintiff has. The defendant has told your lordship that Mrs. Allen writes English very well.

His Lordship:—That may be her idea.

"Tarty" Dollars.

And she says she cannot write. The promissory note reads "I the undersigned, promised to pay bearer the sum of tarty dollars \$3.00." An American lady would not spell thirty "tarty" nor write 3 for 30. She calls herself D'Almada; she has other names.

His Lordship:—You never asked her that.

Mr. D'Almada:—She would certainly deny it.

His Lordship:—Has she ever used the name of Allen?

I don't know my lord.

His Lordship:—It is a doubtful case; on the whole I am uncertain about it. I will give judgment for the defendant.

EUROPEAN ASSAULTS. TRAMWAY INSPECTOR.

KILL THE FOREIGNER.

Fine and Compensation.

At the Police Court, to-day, a European named Philip Linton, was charged with assaulting an inspector employed by the Electric Tramway Company of Hongkong, on the 10th instant near Causeway Bay.

There was a cross-summons against the inspector for abuse.

According to the evidence of the inspector, whose summons was taken first, he was on duty on the 10th inst. in the vicinity of Bowrington Road about 3.20 p.m. He had been examining tickets and was turning cars back to Whitty Street, in accordance with his instructions. When the car came down in which defendant was riding he asked the passengers to alight as the car was not going on to Causeway Bay. Defendant then asked for his fare back. Witness said he could not give it to him and he would have to go to the office of the Company. Defendant then said "Come pay me chop chop, I want to go." He (Complainant) told him of he wanted his ten cents he would have to write to the office. Defendant replied "Why should I write to the Manager for ten cents, spend two cents on postage, and waste time and paper."

Called for a Policeman.

He (Complainant) took out his note book from his pocket and asked defendant to write his name and address in it. He would not and then rushed to the conductor, twined his hand three times, and took the ten cents from him. He then walked quickly to Bowrington Canal Road. He called for the police to have defendant stopped but there was not a policeman about. He caught defendant and asked him to go to the office. He said "Let me go" and then struck him with his stick and kicked him.

Mr. Irving:—Where did he strike you?—He struck me here (pointing to his left eye). After that, the manager came, and a policeman, and took him to the station.

Mr. Irving:—Do you swear you did not touch him?—I swear I did not touch him.

Inspector McHardy:—Yesterday did the defendant offer you \$10 to square the case?—Yes.

Defendant:—Did I not say I would give you \$10 for your sore head?

Mr. Irving:—I do not think there is much in that.

Defendant:—It was more from pity than any motive of closing the case that I offered him that.

Defendant's Story.

Defendant said he entered the car in question at Third Street to go to Causeway Bay. When he was asked to get out of the car, before it had completed its journey, he asked the inspector for his fare back. He had given the conductor a dollar bill and received ninety cents change. He handed the conductor the ninety cents with his left hand and with the right he held his arm. The conductor demurred and said he would lose ten cents. The inspector then said "Noyou write to the office" He (defendant) resent-

ed the interference and said they should take his name and address. The inspector refused to do that. He then snatched the dollar note from the conductor and proceeded on his way to Causeway Bay. He returned the conductor the ninety cents. The inspector was running by his side, and there was a big crowd there. He turned to the right and the inspector seized him by the arm. He objected to being seized and being in a hurry to get away he shoved the inspector away. The inspector seized him a second time and they both fell on the ground. He (witness) was on top. On getting up he was attacked again. In self defence he struck the complainant. He was retreating when complainant again attacked him. During the struggle complainant held on to the skirt of his coat.

Face Smeared With Mud.

Eventually a lukung appeared on the scene and almost immediately afterwards Mr. Glendonning appeared. He (witness) did not resist the lukung. The complainant then jeered at him and smeared his face with mud. He again offered his name and address, but it was insisted upon that he should go to the police station.

A crowd had assembled and cried out "Kill the foreigner." Complainant attacked him again and it was then that he struck him with his fist. He only used his stick to keep off his hands. The marks on his face he believed were done with his fist.

The Complainant:—He kicked me.

Mr. Irving:—Did you?

Witness:—No, I put up my knee. I think.

Inspector McHardy:—The mark was not done by a fist, it is a wound on an inch and a half long.

Mr. Irving:—Do you say this was done with the fist, stick or a kick?

Complainant:—By a kick. My left eye is nearly blind; I cannot see so very well now.

Inspector McHardy:—I would like you to have a look at this wound, but I can hardly take the bandage off.

When the wound was stripped the Magistrate examined it and asked defendant if he meant that that wound was done with his fist. "It is a clean cut over the eye and there are three stitches in it," he added.

Witness:—I cannot say when or how it happened exactly; it might have been done in the fall.

Inspector McHardy said that the inspector had been in the hospital for twenty four hours.

Mr. Irving: I fine him \$10 and order him to pay \$10 as compensation. The cross summons against the inspector is dismissed.

To day's Advertisements

THE BAN LINE, LIMITED.

STEAMSHIP "MACIVER."

FROM PORTLAND, OR., AND SEATTLE.

THE above steamer having arrived, consignees of cargo are hereby notified Bills of Lading are to be sent in at once for countersignature and delivery of their cargo to be taken from alongside immediately. Cargo impeding discharge will be discharged into Kowloon Godown Lighters at consignees risk and expense.

No Fire Insurance whatever will be effected.

THE BANK LINE, LTD.

Hongkong, 11th June, 1912. [439]

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IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

HE Imperial German Mail Steamship "PRINZ EITEL FRIEDRICH," Capt. C. Malchow, will leave for the above places TO-MORROW, THURSDAY, the 13th inst., at 4 a.m.

For further particulars, apply to NORDDEUTSCHER LLOYD, MELBOURNE & CO., General Agents.

Hongkong, 12th June, 1912. [7]

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BUTTER. BUTTER. We are pleased to announce still FURTHER REDUCTIONS

The following prices now rule:—

"DAISY"	BRAND 80 cents per lb.
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GARNER QUELCH & CO. WINE MERCHANTS.

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Supply the highest quality Wines, Spirits, Cigars and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, 15th January, 1912.

[21]

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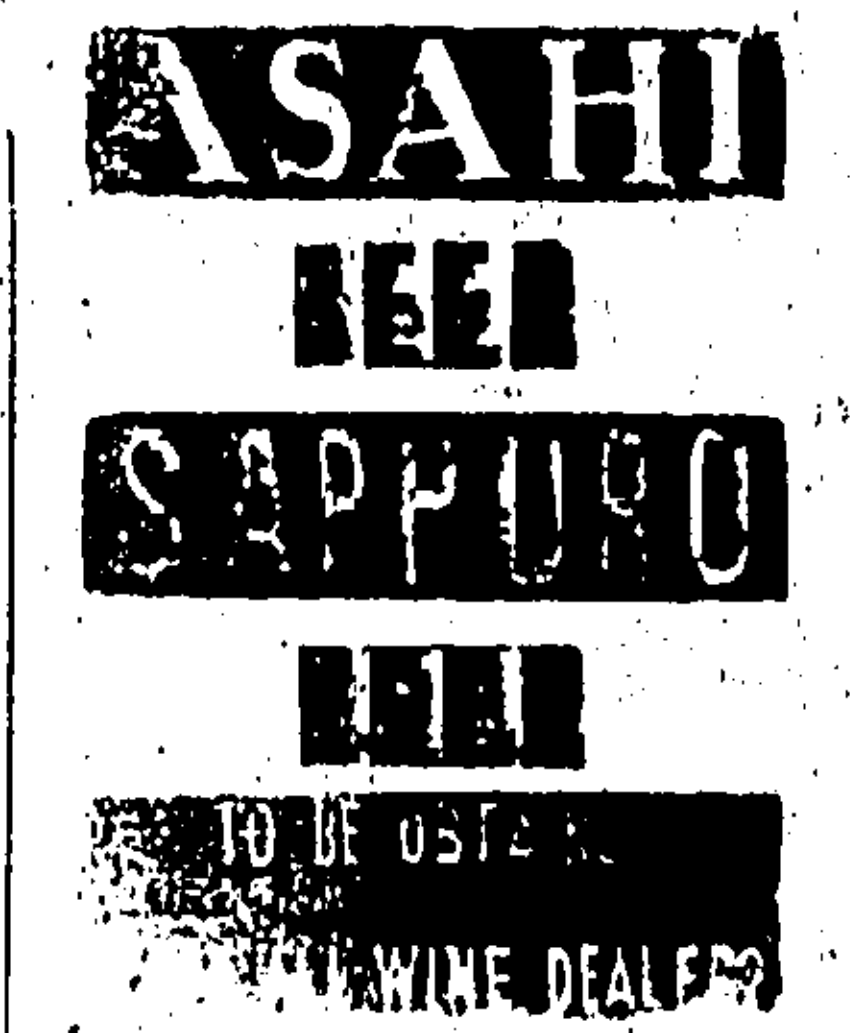
IMPERIAL GERMAN MAIL LINE.

FOR MANILA, ANGAUR, YAP, FRIEDRICH, WILHELMSS-HAFEN, RA BAUL, BRISBANE & SYDNEY.

THE Steamship "PRINZ SIGISMUND," Captain D. Lenz (ready to land on FRIDAY, A.M.) will leave for the above places on SATURDAY, the 15th inst., at 6 a.m.

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Hongkong, 11th June, 1912. [7]



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[70]

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THE CHINA COMMERCIAL COMPANY, 3, Duddell Street. Tel. No. 1208.

HIGH CLASS CIGARETTES.

THE FOLLOWING BRANDS OF CIGARETTES ARE RECOGNISED AS A STANDARD OF PURITY AND SUPERB FLAVOUR. (FRESH CON-SIGNMENTS MONTHLY.)

" Quo Vadis " (Turkish Leaf)	Tins of 100	each	\$3.00
" "			

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S. ROYAL MAIL STEAMSHIP LINE. "EMPIRE LINE."

Sailings from Hongkong and Quebec.

E. of India	Satur. June 22	Allan Line	Fri. July 19.
E. of Japan	July 13	E. of Ireland	Aug. 9.
Montevideo	Aug. 3	Allan Line	Aug. 30.

All steamers leave Hongkong at 6 p.m.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Pedley Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)
For Steamship On

SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Friday, 14th June, Noon.
SHANGHAI	WINSANG	Friday, 14th June, Noon.
SHANGHAI via SWATOW	CHOYSANG	Friday, 14th June, Noon.
SHANGHAI, KOBE & MOJI	NAMSANG	Saturday, 15th June, 10 p.m.
CHINWANTAO	ONSANG	Saturday, 15th June, 10 p.m.
MANILA	YUENSANG	Saturday, 15th June, 2 p.m.
MANILA	LOONGSANG	Saturday, 22nd June, 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kut-ang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lungsang" and "Lungsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin, via Chungking.
Taking Cargo on Through Bills of Lading to Kudd, Lahad Datu, Singapore, Java, Unken, Jesselton and Labuan.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.
Telephone No. 215.
Hongkong, 11th June, 1912.

"SHIRE" LINE OF STEAMERS, LD.

PROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

For	Steamers	DATE OF DEPARTURE
SHANGHAI, KOBE & YOKOHAMA	PEMBROKESHIRE	About 24th June.
LONDON, ROTTERDAM & ANTWERP	DENBIGHSHIRE	30th June.
LONDON & ANTWERP	CORNMOUTHSHIRE	15th July.
SHANGHAI, KOBE & YOKOHAMA	CARNARVONSHIRE	21st July.

These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., AGENTS.

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE.
HONGKONG TO CANTON CANTON TO HONGKONG WEDNESDAY, 12th JUNE.
10.00 p.m. "KINSHAN."
5.00 p.m. "FATSHAN."
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.
S.S. "SUI TAI" Tons 1661 S.S. "SUI AN" Tons 1651
HONGKONG TO MACAO.
Week days at 8 a.m. & 2 p.m. from the Company's Wing Lok Street Wharf. Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.
EXCURSION TO MACAO.
SUNDAY, 16th JUNE.
The Company's Steamship, "HEUNGSHAN."

Will depart from the Company's WING LOK WHARF at 9 a.m. Departure from Macao at 8 p.m., landing at Wing Lok Wharf.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 8 p.m.

Usual Excursion Fare.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOISANG, 457 Tons.

Departure from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m. Departure from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 588 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the office of the HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

HOTEL MANSIONS (FIRST FLOOR), Opposite the Bank of China.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination	Steamers	Sailing Dates
MARSHALLS, LONDON & ANTWERP via SINGAPORE, PANGLOSS, COLOMBO, SOVA, & PORT SAID	IVO MARU, Capt. R. Nakata, T. 7,000 HIRANO MARU, Capt. H. Fraser, T. 9,000	WEDNESDAY, 19th June, at Daylight. WEDNESDAY, 27th July, at Daylight.
VICTORIA, B.C., & SEATTLE via KURE, S. S. MOJI, KONA, YOKOHAMA, SHIMIZU & YAMATO	TAMBA MARU, Capt. S. Wada, T. 7,000 SANUKI MARU, Capt. N. Terashita, T. 7,000	TUESDAY, 18th June, at 4 p.m. TUESDAY, 2nd July, at 4 p.m.

SYDNEY & MELBOURNE via MANILA, THUNDER BAY, ISLAND, TOWNVILLE and BRISBANE	KUMANO MARU, Capt. M. Winder, T. 6,000 YAWATA MARU, Capt. Sekine, T. 5,000	FRIDAY, 5th July, at Noon. FRIDAY, 2nd Aug., at Noon.
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BOMBAY & SINGAPORE & COLOMBO	COLOMBO MARU, Capt. Y. Kamoshita, T. 5,000	MONDAY, 24th June.
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SHANGHAI & KOBE	TOTOMI MARU, Capt. A. Mocher, T. 4,000	MONDAY, 17th June.
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SHANGHAI & MOJI & KOBE	TOSA MARU, Capt. Fato, T. 7,000	WEDNESDAY, 19th June.
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KOBE & YOKOHAMA	KAMO MARU, Capt. Sommer, T. 9,000	WEDNESDAY, 19th June, at 5 p.m.
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N'SAKI, KOBE & YOKOHAMA	YAWATA MARU, Capt. Sekine, T. 5,000	About WEDNESDAY, 21st July.
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Fitted with new system of wireless telegraphy. Cargo only.

CALCUTTA LINE.

Regular fortnightly service between Kobe and Calcutta via Moji, Hongkong, Singapore, Penang and Rangoon.

NEXT SAILINGS FROM HONGKONG:

S.S. JINSEN MARU	Tons 4,000	Saturday, 23rd June.
S.S. TOTOMI MARU	Tons 4,000	Saturday, 13th July.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st class	\$135	\$122	\$108	\$95
2nd class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone Nos. 292 & 1241.

T. FUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"CHENAN"	13th June 4 p.m.
WEIHAIWEI & TIENTSIN	"HUICHOW"	15th "Daylight"
SHANGHAI	"LINAN"	15th "Night"
MANILA, CEBU & ILOILO	"TEAN"	18th "4 p.m."

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

NEW SERVICE.

SHANGHAI TO ANTUNG

direct, leaving Shanghai on alternate Wednesdays.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin Screw Steamers "Tean" and "Taming," superior accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of "Kallong" is situated on deck, aft. Electric fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Ohsan, Liaon, Ohsan)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers and passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 31.
Sailings 11th June, 1912.

Shipping

HAMBURG-AMERIKA LINE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE. Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

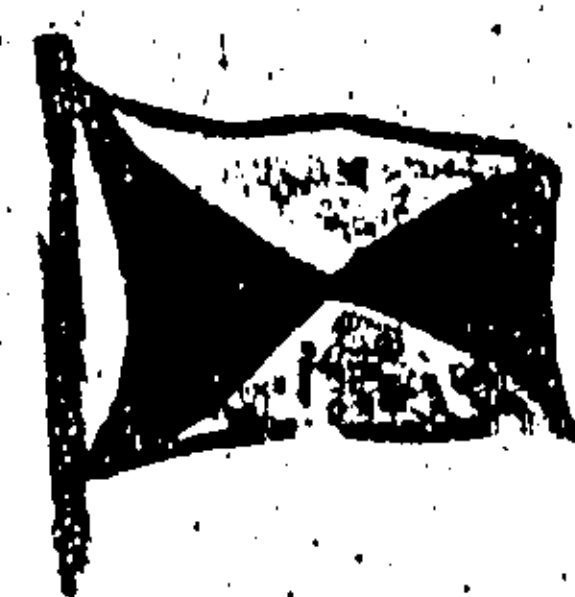
Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Marseilles, Hamburg & Antwerp:
S.S. SILESIA 30th June	S.S. ANDALUSIA 18th June.
" F. BELOW 1st July	S.S. BAYERN 18th June.
" GOLDENFELS 14th July	For Rotterdam, Hamburg & Antwerp:
" STEVIA 20th July	S.S. LIBERIA 25th June.
For Further Particulars, apply to—	S.S. BADENIA 24th June.
	For Havre, Bremen & Hamburg:
	S.S. ALESIA 2nd July.

Hamburg-Amerika Linie, Hongkong Office.



HONGKONG—PHILIPPINES. PHILIPPINES STEAMSHIP CO

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu.	THURSDAY, 20th June, 4 p.m.
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 23rd June, 4 p.m.

For Freight or Passage apply to

SHEWAN TOMES & CO., GENERAL MANAGERS

Hongkong 10th June, 1912.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on board	For	Will leave on or about
Tibodas	JAVA	1st half June	SHANGHAI	1st half June.
Tijpanas	JAPAN	1st half June	JAVA	1st half June.
Tijlwoong	JAVA	1st half June	JAPAN	2nd half June.
Tijaroem	JAPAN	2nd half June	JAVA	2nd half June.
Tijlatap	JAVA	2nd half June	SHANGHAI	1st half July.
Tijmanock	JAVA	1st half July	JAPAN	1st half July.
Tijmahi	JAVA	2nd half July	SHANGHAI	2nd half July.
Tijkini	JAVA	2nd half July	JAPAN	2nd half July.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of ocean passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375

York Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe. PROPOSED SAILING FROM HONGKONG. (Subject to alteration)

Steamer	Tons	Captain	Date of sailing
S.S. "Shinyo Maru"	21,000	H. S. Smith	June 25th, Noon.
S.S. "Chiyo Maru"	11,000	W. W. Green	July 28th, Noon.
S.S. "Nippon Maru"	21,000	A. G. Stevens	Aug. 18th, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	Aug. 20th, Noon.

All steamers are equipped with Turbine Engines and Triple Scows. All steamers carry Japanese Government wireless telegraph and post office. The triple screw steamer "Shinyo Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on TUESDAY, the 25th June, at Noon.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU YOKOHAMA & HONOLULU on TUESDAY, the 18th August, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

Steamer	Tons	Date of Sailing
Kiyo Maru	17,500	Saturday, Aug. 6, Noon.
Buho Maru	10,500	Friday, October 4, Noon.
Hongkong Maru	11,000	Tuesday, December 3, Noon.

For Further Particulars as to Passage and Freight, apply to S. MORIMOTO, Agent, (KING'S BUILDING Opposite Blake Pier)

THOS. COOK & SON, Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, Yoochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged. 31. Query Office:—LUDGATE GURNEY, LONDON, E.C.

LOG BOOK.

Germany's Submarines.

All Naval Powers preserve a secrecy more or less profound about their submarine service. That is to say, they make a solemn pretence of doing so. The Naval Intelligence Departments know all they want to know, both of makers and design.

The Germans, says the "Pal Mall," are pleased to claim that, so far as boats fitted for offensive action are concerned, they are already equal, or superior, to Great Britain. Only eight of our submarines, they think, are capable of use for any purpose except London defences. The eight in question are the "D" class, of about 550 tons, which are credited with a radius of action on the surface of 4,000 miles. The inspired "Norddeutsche Allgemeine Zeitung" declares that only these eight can be compared with the German boats. Of these it is expected that twenty-four will be ready this spring. But out of the twenty-four, eight are boats displacing from 200 to 300 tons, which do not compare very favourably even with our "B" class:—

	British.	German.
"B" Class	U—8.	
Displacement	314 tons	197—390 tons
Surface	13 kts.	10—12 kts.
Submerged	9 kts.	8 kts.

Of the next sixteen German boats to be completed this year no details are available. It is interesting to know that they can keep the sea for a long time; but, after all, we have a considerable number of boats which can do the same. "O" class, for instance, of which half a dozen have gone to Portland to make an attack on the Neptune under the eyes of the King, have a full-speed radius of action on the surface of 2,000 miles, and below the surface of 150 miles. Of these boats we possess thirty-seven, and their quality is proved by the fact that last year three of them made the voyage to China under convoy.

In point of fact, so far as the most recent information goes, the present relative position of the two countries stands thus:—

	Great Britain.	Germany.
Harbour Defence	15	8
Sea-going		
Completed	45	16
Building	12	12

If put to the test, the Germans will find that "O" and "D" class will have as much sea-keeping capacity as they have any use for.

The P. and O. Issue. Allotment letters in connection with the issue recently announced of £1,600,000 of Five per Cent. Cumulative Preferred stock were posted (says the "Times") of the 15th ult.) to stockholders of the Peninsular and Oriental Steam Navigation Company, together with a circular explaining the object of the issue.

The directors point out that it may not have escaped the notice of stockholders that in entering into the Cape, Australian, and emigration trade the company would have to provide a considerable amount of capital in addition to that hitherto required for their ordinary work. They add that the replacement of a number of the running mail steamers by larger and more costly vessels will also have to take place at the end of the present mail contract, and that the construction of cargo steamers of large capacity will be necessary as supplementary to mail and passenger services. And it is in anticipation of these various requirements that the directors consider it desirable to provide additional capital.

It is also stated that the present paid-up capital, namely, £2,320,000, is very moderate in relation to the business now carried on, but after deducting the amount now offered only £20,000 of the £3,500,000 will remain unissued.

The new stock is offered in the proportion of 50 per cent. to Preferred and 50 per cent. to Deferred stockholders at the price of £110 for every £100 of stock. A three months' dividend for the period from July 1st to September 30th on the 50 per cent. of the capital which will have been paid up by that date will be run in December, and a dividend on the total amount of the stock will be paid from October 1st.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Deubighshire	J. M. & Co.	15 June
do do	M'mouthshire	J. M. & Co.	15 July, about
Bre, Bremen and Hamburg	Alesia	H. A. L.	2 July
do do	Nora	M. M. Co.	18 June
do do	Hirano Maru	N. Y. K.	3 July
do do	Andalusia	H. A. L.	13 June
do do	Liberia	H. A. L.	27 June
do do	Iyo Maru	N. Y. K.	19 June
do do	Africa	S. W. & Co.	19 June
do do	Bayern	H. A. L.	18 June
do do	Badenia	H. A. L.	29 June

New York, San Francisco and Canada.

York	Lothian	D. & Co.	15 June
do	Middleham O'Le	D. & Co.	13 July, about
do	Indramayo	S. T. & Co.	30 July
do	Korea	P. M. Co.	15 June
do	Shinyo Maru	T. K. K.	25 June
do	Chiyu Maru	T. K. K.	23 July
do	Minagosa	N. Y. K.	5 August
do	Shinyo Maru	T. K. K.	25 June
do	Kiyo Maru	T. K. K.	6 August
do	Buyo Maru	T. K. K.	4 October
do	Canada Maru	O. K. S.	26 June
do	Chicago Maru	O. S. K.	13 June
do	Tacoma Maru	O. S. K.	11 July 1 p.m.
do	Empress of India	O. P. R. Co.	22 June
do	Oceano	Bank Line	27 June

Australia.

Ports via Manila	P. Sigismund	M. & Co.	15 June
do do	Kumano Maru	N. Y. K.	5 July
do do	Chilenz	M. & Co.	15 June

Singapore, Coast Ports and Japan.

Singapore, Penang and Calcutta	Fooksang	J. M. & Co.	13 June, Noon
do do	Nippon	S. W. & Co.	29 June
do do	Faltala	J. M. & Co.	15 June
do do	P. Waldemar	N. D. L.	25 June
do do	Borneo	M. & Co.	Middle of June
do do	Tijipanas	J. C. J. L.	F. half June
do do	Tijilwang	J. C. J. L.	S. half June
do do	Tijimanoek	J. C. J. L.	F. half July
do do	Fooksang	J. M. & Co.	13 June
do do	Bombay Maru	N. Y. K.	24 June
do do	Itola	J. M. & Co.	18 June
do do	Yuensang	J. M. & Co.	15 June, 2 p.m.
do do	Loongsang	J. M. & Co.	22 June, 2 p.m.
do do	Tuan	B. & S.	18 June, 4 p.m.
do do	Rubi	S. T. & Co.	29 June, 4 p.m.
do do	Zifiro	S. T. & Co.	20 June, 4 p.m.
do do	Oisang	J. M. & Co.	13 June, Noon
do do	Cheongshing	J. M. & Co.	16 June, d'light
do do	Kaijo Maru	O. S. K.	19 June, Noon
do do	Daijin Maru	O. S. K.	15 June, Noon
do do	Silesia	H. A. L.	20 June
do do	Goldenfels	H. A. L.	14 July
do do	Oceanion	M. M. Co.	17 June
do do	Pembrokehire	J. M. & Co.	24 June, about
do do	Nomsang	J. M. & Co.	12 June, 4 p.m.
do do	Furst Bulow	H. A. L.	27 June
do do	Tijilatop	J. C. J. L.	F. half July
do do	Tijibodas	J. C. J. L.	F. half June
do do	Tijimahi	J. C. J. L.	S. half July
do do	Koorber	S. W. & Co.	5 July
do do	Chonon	B. & S.	13 June, 4 p.m.
do do	Linan	B. & S.	15 June, M'night
do do	Choysang	J. M. & Co.	16 June

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The P. M. S. S. Co.'s s.s. Manchuria left from San Francisco on the 6th inst. for Hongkong via Hon. John. The ship is due at Hongkong on the 12th inst. and is expected here on the 13th inst.

The P. M. S. S. Co.'s s.s. Siberia left from San Francisco on the 12th inst. for Hongkong and is due to arrive at Hongkong on the 18th inst.

The P. M. S. S. Co.'s s.s. Panama left from San Francisco on the 11th inst. for Hongkong and is due to arrive at Hongkong on the 17th inst.

The P. M. S. S. Co.'s s.s. Montana left from San Francisco on the 10th inst. for Hongkong and is due to arrive at Hongkong on the 16th inst.

The P. M. S. S. Co.'s s.s. Montana left from San Francisco on the 10th inst. for Hongkong and is due to arrive at Hongkong on the 16th inst.

AUSTRALIAN MAIL.

The I. G. M. s.s. Prinz Waldemar left Sydney on Saturday, the 1st inst. at 11 a.m., and may be expected here on or about the 24th inst.

The I. G. M. s.s. Prinz Sigismund left Yokohama on Friday, the 7th inst. at 5 a.m., and may be expected here on or about Friday, the 14th inst. a.m.

MERCHANT STEAMERS.

The T. K. K. s.s. Kyo Maru sailed from Valparaiso, Chile, on the 8th ult. for Hongkong and is expected on the 28th inst.

The s.s. Atholl sailed from the United Kingdom on the 28th ult. for Hongkong via the Straits.

The K. Y. K. s.s. Wakasa Maru, Bombay, left for Singapore for this port on the 31st ult. and is expected here on the 18th inst.

The N. Y. K. s.s. Tosa Maru, Bombay, left for Singapore for this port on the 31st ult. and is expected here on the 18th inst.

The T. K. K. s.s. Tono Maru sailed on Tuesday, the 4th inst. at noon. She will next leave for San Francisco via usual ports of call on Tuesday, 20th August at noon.

The India Line s.s. Indradeo left New York on the 4th inst. and is due at Hongkong on the 24th inst.

The s.s. Kanasa left Singapore on Saturday, the 8th inst., and is due here on Friday, the 14th inst. a.m.

The I. O. S. N. Co.'s s.s. Cheong-shing, from Weihaiwei, is due at Hongkong on the 18th inst. and leaves for Weihaiwei and Tientsin on June 16.

The I. O. S. N. Co.'s s.s. Hopang, from Calcutta, is due at Hongkong on the 18th inst. and leaves for Calcutta on the 23rd inst.

The I. O. S. N. Co.'s s.s. Lalany, from Shimoda, is due at Hongkong on the 18th inst. and leaves for Shimoda and Calcutta on the 18th inst.

The Ship Line s.s. Tashkent, from Tientsin, is due at Hongkong on the 18th inst. and leaves for Tientsin on the 23rd inst.

The B. I. S. N. Co.'s s.s. Itala, from Moji, is due at Hongkong on the 16th inst. and leaves for Straits and Rangoon on the 20th inst.

The B. I. S. N. Co.'s s.s. Itala, from Rangoon, is due at Hongkong on the 20th inst. and leaves for Yokohama and Kobe on June 21.

The s.s. Luthia left Keelung yesterday, and is due here on or about Thursday, the 18th inst. afternoon.

The H. A. L. s.s. Bayern left Shanghai on the 11th inst. a.m., and may be expected here on or about the 14th inst. a.m.

PASSENGERS.

Outward.

Per P. and O. steamer Malta. From London May 18.—To Shanghai: Mrs. and Miss Youngs, Mrs. Q. Hamilton and child, Mr. Mrs. and Miss H. Franklin, A. O. Outler, Mrs. A. W. Marshall and child, Mrs. J. Craig and children.

To Hongkong: Mr. B. D. Evans, Mr. A. J. Mackie, Lieut. H. R. Kunhardt, Major C. G. Pritchard, Mr. W. B. Cawsey, Mr. W. H. Jenkins, Mr. Barrett, Mr. W. J. A. Robins and Mr. A. R. Whitley.

To Singapore: Mrs. I. Catto, Mr. J. Bruce, Dr. W. H. Hart, Miss M. A. McPhee, Capt. T. N. Dunman, Mr. H. W. Hirst, Mrs. F. M. Stonor, Mr. W. H. Fitzgerald, Mr. C. W. Thring, Miss Weigaw, Miss M. O. Stonor.

To Penang: Mr. and Mrs. W. H. Thorne and children, Mr. W. Mulcock, Dr. D. T. Steen, Lieut. D. A. Hutchison, Mr. P. B. Linch, Mr. G. Brown, Mr. A. J. Tyrrell, Mr. W. A. Waters, Mr. F. B. Beckingham, Mr. O. J. W. Williams, Mr. P. H. Gordon, Mr. L. Quby, Mr. N. T. Garnett, Mr. G. O. Hartley and Mr. J. Cummins.

Per P. and O. steamer Maloja, connecting with the steamer Deranah at Colombo. From London May 31.—To Shanghai: Mr. D. Anderson.

To Hongkong: Mr. C. Pemberton, Mr. D. O'Connor.

To Singapore: Mr. and Mrs. F. W. Rigby, Mr. J. Ruff, Mr. F. McEwan.

To Penang: Mrs. Walker.

From Marseilles June 7.—To Penang: Mr. J. F. Nathan, Mr. D. F. Topham, Mr. A. Duncan.

To Singapore: Mr. W. B. Cookwin, Mr. Robinson.

Per P. & O. steamer Moldavia, connecting with the steamer Assaye at Colombo.

From London May 17.—To Shanghai: Mr. and Mrs. R. J. Gould and child, Miss B. Norman, Mr. E. J. Flanagan, Mr. P. J. Slingo.

To Singapore: Mr. W. B. Williams, Mr. F. W. A. Willmott, Mr. H. L. Manchester, Mr. J. S. Sober, Mr. S. C. Gold.

To Penang: Miss E. S. Cowdery.

From Marseilles May 24.—To Sourabaya: Mr. A. E. Brunning.

To Manila: Mr. J. E. Edwards.

To Singapore: Mr. B. Johnston.

From Brindisi May 26.—To Manila: Mr. J. F. Kent.

Per N.D.L. steamer Prinz Eitel Friedrich, from Hamburg May 22.—To Singapore: Mr. W. von Kaltenborn.

To Penang: Mrs. King and child.

From Antwerp May 16.—To Yokohama: Mr. R. L. Lister.

From Southampton May 16.—To Yokohama: Mr. R. L. Lister.

From Genoa May 16.—To Shanghai: Mr. and Mrs. O. Oarlan.

To Hongkong: Dr. Cohen, Miss L. Stasbel.

To Manila: Mr. H. Klock.

To Sourabaya: Mr. A. Schneider.

To Balawan-Deli: Miss H. Kottiger.

To Singapore: Mr. and Mrs. T. de Munick, Dr. W. D. J. Francken, Mr. and Mrs. J. H. de Ridder, Mrs. C. Petersen, Mr. P. F. David, Mr. M. Roswinkel, Mr. W. Adloff, Mr. J. Hechler, Mr. T. H. Keetell, Mr. Bo Brantigam.

To Penang: Mr. W. Wey.

Per P. and O. steamer Mongolia, connecting with the steamer Delta at Colombo.—From London June 14.—To Shanghai: Mr. A. Walker.

To Singapore: Miss B. Krinzley, Mr. H. Mark.

From Marseilles June 21.—To Shanghai: Mr. R. S. Pratt, To Singapore: Mr. E. L. Talma.

To Penang: Mr. Hec Ngan, Cheah, Mr. Yin Khean Leong, Mr. L. D. Evans.

Per P. and O. steamer Nubia, From London June 15.—To Singapore: Mr. and Mrs. N. Oliver-Rutterford.

To Penang: Mr. R. Makponoo, Mr. M. T. Hollywood, Mr. W. G. Gilfillan.

SHIPPING NEWS.

ARRIVED.

Huichow, Dr. s.s. 1,217, O. Hooker, 11th June—Tien via via Coast Ports 10th June, Gen.

Andalusia, Dr. s.s. 3,371, F. Biffar, 12th June—Shanghai 9th June, Gen.—H. A. L.

Itala, Dr. s.s. 1,182, J. S. Roach, 12th June—Sawtow 11th June, Gen.—D. L. & Co.

Prinz Eitel Friedrich, Dr. s.s. 4,812, E. Malchow, 12th June—Hamburg 2nd May and Singapore 2nd June. Mail and Gen.—M. & Co.

Daiji Maru, Dr. s.s. 516, Y. Somakawa, 12th June—Sawtow 11th June, Gen.—D. L. & Co.

Holena, Dr. s.s. 771, J. Jensen, 12th June—Halifax and Halifax 11th June, Rte.—J. & Co.

Machew, Dr. s.s. 999, E. G. Zoller, 12th June—Salgon 8th June, Rte.—B. & S.

Chenau, Dr. s.s. 1,550, L. Jones, 12th June—Canton 11th June, Gen.—B. & S.

Dagay, Dr. s.s. 883, P. Solverson, 12th June—Canton 11th June, Ballast—A. T. & Co.

Anping, Dr. s.s. 1,109, McKinnon, 12th June—Canton 11th June, Gen.—O. M. S. N. Co.

Chiyaen, Dr. s.s. 1,177, Jameson, 12th June—Shanghai 9th June, Gen.—O. M. S. N. Co.

Wingsang, Dr. s.s. 1,517, L. Lohman, 12th June—Canton 11th June, Gen.—J. M. & Co.

Clearances at the Har.

BOUR OFFICE.

Antiochia, for Tacoma, Halama, for Swatow, Armon, for Calcutta, Haliet, for Palembang, On Sang, for Canton, Andalusia, for Hamburg, Phrasang, for Bangkok, Phras Eitel Friedrich, for Yokohama, Chiyaen, for Canton, Hupch, for Hongkong, Kaethe, for Manilla.

DEPARTED.

June 12. Halama, for Swatow, Soul-u-mu, for Swatow, Huichow, for Canton, Michael J. Berg, for Hongkong, A. Ayca, for Calcutta, Antil elia, for Seattle, Koonwah, for Swatow, Kaethe, for Japan.

From Marseilles May 24.—To Sourabaya: Mr. A. E. Brunning.

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To Singapore: Mr. B. Johnston.

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Per N.D.L. steamer Prinz Eitel Friedrich, from Hamburg May 22.—To Singapore: Mr. W. von Kaltenborn.

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From Antwerp May 16.—To Yokohama: Mr. R. L. Lister.

From Southampton May 16.—To Yokohama: Mr. R. L. Lister.

SHIPS PASSED THE CANAL.

June 1, Machson, Nannu, Petroclia, Ville de la Clotat.

June 6, Ambria, Ningchow, Silala, Yorok, Fort Bulow.

June 8, Akt Maru, Hitachi Maru, Para, Polynesian, Sashan, Teucer.

June 12, Atholl, Glenlogan, Indradeo.

ARRIVALS AT HOME.

June 1, Achilles, Atsuta Maru, Indrasamba, Kleist, Den of Glamis.

June 8, Kalomo, Protailaus, Ville de la Clotat.

June 12, Machson, Ningchow.

June 11th.

10 a.m. 4 p.m.

Barometer 29.81 29.81

Temperature 78 81

Humidity 84 86

Rain — —

TIDE TABLE.

June 11th to 17th June, 1912.

High Water, Low Water, Mean Time.

Tues. 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Wed. 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Thurs. 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Fri. 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Satur. 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Sun. 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Mon. 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Tues. 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Wed. 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Thurs. 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Fri. 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Satur. 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Sun. 23, 24, 25, 26, 27, 28, 29, 30, 31.

Mon. 24, 25, 26, 27, 28, 29, 30, 31.

Tues. 25, 26, 27, 28, 29, 30, 31.

Wed. 26, 27, 28, 29, 30, 31.

Thurs. 27, 28, 29, 30, 31.

Fri. 28, 29, 30, 31.

Satur. 29, 30, 31.

Sun. 30, 31.

Mon. 31.

Tues. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Wed. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Thurs. 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Fri. 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Satur. 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15,

MARKET PRICES

Submarines:—

No. 30.	Lieut.-Comdr. Godfrey Herbert	
No. 37.	Lieut.-Comdr. A. A. L. Fenner	
No. 38.	Lieut.-Comdr. J. R. A. Colington	
T.B. 035.	Lieut.-Comdr. Woodward,	West River.
T.B. 036.	Lieut.-Comdr. Murphy,	West River.
T.B. 0 7.	Lieut.-Comdr. Nicol,	West River.
T.B. 038.	Lieut.-Comdr. Seymour,	West River.

Flag ship of Rear Admiral Reginald F. Nicholson, Commander China Squadron.

Flag ship of Rear Admiral Joseph B. Macleod, Commander-in-Chief, U. S. Asiatic Fleet.

VESSELS TEMPORARILY ON ASIATIC STATION.

Buffalo	Transport	6,000	6 3,611	Capt. C. M. Stone	Samoa
Colorado	Armored cruiser	13,880	18 23,000	Capt. W. A. Gill	Olongapo
California	Armored cruiser	13,930	18 23,000		Olongapo
West Virginia		13,980	18 24,000	Capt. A. S. Halseed	Olongapo

Flag ship of Rear Admiral W. H. H. Southard.

		FRANCH.				
Duplax**	Armoured cruiser	10,011	30	20,000	Capt. Vergos	Japan
Kleber	Armoured cruiser	9,700	12	19,800	Capt. Journa	Tonkin
Declat	Gunboat	645	10	1,000	Lieut. Van tier	Hankow
Argus	River gunboat	180	0	570	Lieut. Dardet	Canton
Vigilante	Gunboat	123	7	500	Lieut. de Gervillier	Canton
Pelto	Gunboat	130	—	—	Lieut. Collin	Tongkin
Dondard de Lagree, Gunboat	—	—	—	—	Lieut. Dapuy Datsamp	Tohong-kin
Lynx	Submarine	—	—	—	Lieut. Baluz	—
Protes	Submarine	—	—	—	—	Saigon
Styx	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume Louis	Saigon
Fronde	Destroyer	350	7	303	Lieut. Aurillac	Saigon
Liberville	Destroyer	—	—	—	Capt. Frigate Roumier	Saigon
Flaclet	Destroyer	180	7	300	Comd. de Matre-lescar	Saigon
Ménequet	Destroyer	207	—	300	—	Saigon
Marquis	Submarine	525	10	1,100	—	Saigon
Marquis	Submarine	525	10	1,100	—	Saigon

100-443887-100

BUTCHER MEAT.

肉食

POULTRY. 生口
Cts.

生口

FISH. 海鮮. Ota.

海鮮

		Ola.
Burbot,—Kai Yu	9	
Dream,—Sia Yu	17	鱈魚
Canton Fresh Water Fish,—Hoi Sin Yu	17	鰱魚
Carp,—Li Yu	20	鯉魚
Catfish,—Chik Yu	19	赤魚
Go fish,—Man Yu	18	鯽魚
Crabs,—Hoi	18	蟹
Buttle Fish,—Muk Yu	20	墨魚
Dab,—Sa Mang Yu	15	沙丁魚
Dace,—Wong Mei Lun	20	沙丁魚
Dog Fish.—Tit Tu Si	9	狗魚
Eels Congor,—Hui Mun	15	黃魚
Fresh water,—Tam Sin Yu	17	淡水魚
Eels Yellow,—Wong Sin	28	黃魚
Frogs,—Tian Kai	30	
Garoupe,—Sok Pan	56	石斑魚
Gidgeon,—Pak Kap Yu	12	甲魚
Herrings,—Ito Pak	18	甲魚
Hillobut,—Ohong Kwan Kap	32	鮑魚
Lobster,—Wong Ka Yu	18	
Loach,—Wa Yu	25	鱖魚
Lobsters,—Lung Ha	24	龍蝦
Mackerel,—Chi Yu	28	鯖魚
Mud Fish,—Hong Yu	12	泥鰍
Skates,—Chai Yu	22	魷魚
Oysters,—Cheong Hoo	20	生蠔
Parrishan,—Kai Kung Yu	15	海參
Pike		

FRUITS

Almonds,—Hung Yau	...	lb	28
Apples (California)—Kam San Ping Kho	...	...	28
" (Chefoo)—Tin Qian Ping Kho	...	...	10
" Small,—Hoi Tong	...	...	...
" Custard,—Fan Lui Chi	...	each	...
Bananas, fragrant, Canton,—San Shing Heung Chiu	...	lb	15
" (brides) Mono,—San Heung Chiu	...	...	2
Chestnuts, Chinese,—Fong Lut	...	...	...
Carambola,—Young Tue	...	...	...
Cocanuts,—Yeh Tse	...	each	10
Lemons, China,—Ning Mong	...	...	10
" America,—Kum San Ning Moon	...	...	...
Lichoes Dried,—Lai Chi, small Stone	...	b	25
" Fresh	...	...	...
Limes, (Saigon)—Sai Kung Ning Moong	...	each	1
Mango, Manila,—Lui Sang Mong	...	...	12
Mangosteens,—San Chuk Tse	...	doz	25
Oranges, (Canton)—San-shing Tim Ching	...	lb	25
" Sweet	...	...	30
Pears, (American)—Kam San Shooi Ly	...	...	...
" (Canton), Cooking,—Sa Lay	...	...	15
Peanuts,—Fa Sang	...	...	10
Persimmons Large,—Hung Chi	...	...	10
Pine-apples, 1st quality,—Poon Ti Paw Law	...	each	8
" 2nd " —Chung-tang Paw Law	...	lb	3
Plantain,—Tai Chou	...	...	6
Plums,—Swatow, Hung Lai	...	each	3
Pumelo, Siam,—Chim Lo Yau	...	...	...
" Shanghai,—Lo Kwat	...	lb	1
Walnuts,—Hop Tuo	...	...	1
" Green,—Sang Hoo Tse	...	...	...
Water Melon,—(Am.) Kám Kwa	...	each	...
" (China) Tse	...	...	15
Grapes—Sang Po Tse	...	...	...

VEGETABLES, &c.

Artichokes, Shanghai, —Sheung-hoi Ah Chi	lb
Cheuk	—
Beans, (French), —Gai Maan Pin Tai	15
(French) Shanghai, —Sheung Hai Pin	—
"Tau	—
" Sprout, —Ah Cho	5
" Lung, —Tau Ko	8
Beet Root, —Hung Ching Tau	each
Brijals, Green, —Ching Yuan	6
" Red, —Hung Ker	5
Cabbage, Chinese, com., —Kai Choy	10
Cabbage Red, —Hang Yea Choy	8
Cabbage, Shanghai, —Yeh Choi	10
Cane Shoots, bunch, —Kau Shun	lb 8
Cauliflower, Large size, —Tai Yeh Cho Fa	each
" Medium size, —Cheung Yeh Cho Fa	—
" Small size, —Sai Yen Oaoi Fa	—
Carrots, —Kam Shum	lb 8
Celery, Chinese, —Tong Kau Chui	10
English, —Young Kan Chui	—
Chillies Dried, —Gai Lat Chiu	20
" Red, —Hang Far Chiu	10
" Green, —Ching Lat Chiu	10
Curry Staff, English, —Kar Lee Chau Liu	10
Cucumbers, —Ching Kwa	7
Ritter Squash, —Fu Kwa	7
Garlic, —Qae Tai	7
Ginger, young, —Sun Tee Keung	7
old, —Lo Keung	lb 6
Horse Radish, Shanghai, —Lik Kan	10
Indian Corn, —Sak Mai	each
Lettuce, —Yeung Sing Chui	—
Water Chestnuts, —Ma Tai	lb 6
Mandarin, —Kwai Lum Ma Tai	—
Mushrooms, Fresh, —Sang Cho Koo	—
Mush Malon. Amer. —Kam-san Hong Kwa	each
Krocks	b 15
Onions Bombay, —Yeung Chong Tau	10
" Green, —Sang Chong	10
" Shanghai, —Shang-hoi Chong Tau	8
Papaw 1st qual. —Tai Man San Kun	each
2nd Chang	—
Paraley, —Kun Cho	lb 6
Green Peas, —Ching Tau	lb
Potato, Sweet, —Fan Shu	3
Shanghai, —Shang-hoi Shin Tsai	—
Japan, —Yut Poon Shin Tsai	8
American, —Pa Ki Shu Tin	8
Fooshow, —Foo-show Shu Tsai	3
Pumpkin, —Tong Kwa	3
Radish, —Hang Lo Pak Tai	7
Rhubarb (Fresh), —Tai Wong	—
Sage, —Tee So	—
Shallot, —Gon Chung Tau	—
Spiridon, —Yin Uoi	—
Tomatoes, —Pan Lok	—
Taro, —Vei Lai	—
Turnip, Purple, (Long), —Ho Pak	—
English, —Yeung Loo Pak	—
Vegetable Marrows, —Wai Lai	—

